APRIL 22/91 - JUNE 17/91

AGENDAS / MINUTES OF
TRANSPORT AND
ENVIRONMENT COMMITTEE

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 April 18

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, April 22, 1991
9:30 o'clock a.m.
Room 233, City Hall

T. Agnello

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

1. Approval of the minutes of the meeting of March 18, 1991

2. **COUNCIL REFERRAL**

   Resolution from the Township of St. Vincent respecting Waste Disposal Site.

3. **CITY SOLICITOR**

   By-law to Authorize additional expenditures for the construction of local improvements on concrete sidewalks on Upper Paradise Road from Stone Church Road to Lunner Avenue.

4. **MANAGER OF PURCHASING**

Supply and Delivery of Traffic Paint During 1991 - Traffic Department

5. **DIRECTOR OF PUBLIC WORKS**

(a) Unauthorized Removal of a City Tree - 111 St. Clair Avenue

(b) Snow Clearing Charges

6. **DIRECTOR OF PROPERTY**

(a) Purchase of Land Required for the Extension of Berkindale Drive from Michel Alcid Garon and Debra Ann Garon

(b) Purchase of Land Required for the Extension of Fieldway Drive from Erabuilt Design & Construction Inc.

(c) Expropriation of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place

(d) Lease of City Owned Land on Queenston Road, Westerly from Kenora Avenue to Cara Operations Limited (Swiss Chalet)

(e) Sale of Closed Alley, East/West Alley from East 38th Street to North/South Alley to the Abutting Property Owners

(f) (i) Sale of Closed Road Allowance - Holland Avenue

(ii) Purchase of Land for Butler Drive from Adisco Limited

7. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(a) Tree Removal on Balmoral Avenue in Preparation for the City of Hamilton's 1991 Reconstruction Programme

(b) Inadvertent Encroachment Agreements

(c) 1991 Servicing Expenditures Related to Subdivisions (March 20, 1991)

(d) 1991 Servicing Expenditures Related to Subdivisions (April 12, 1991)

(e) 1991 Servicing Expenditures Related to Land Severance Applications

(f) Banner Display Application - April 19, 1993 to April 25, 1993:

"Parkinson's Disease Awareness Week - April 19-25/93
529-3139"

(g) Proposed Roadway Construction on MacLennan Avenue from Upper Wentworth Street to East 23rd Street

(h) Proposed Construction of Independent Concrete Sidewalks on the Southwest Corner of Stone Church Road and Upper Wentworth Street

(i) PPM Canada Inc. - PCB Destruction for Hamilton Hydro-Electric System at 450 Nebo Road in Hamilton

(j) Sanexen International - PCB Destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton

(k) Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue, Hamilton, C.P. Rail Mileage 0.90 Longbelt

(l) Temporary Street Closure - Upper Wentworth Street Between Concession and Alpine

(m) Acceptance of Land by the City of Hamilton from the Region on Plan 62R-11664 for Road Purchase on Dicenzo Drive

(n) GO Transit Service Expansion - Environmental Assessment Act Review

(o) Proposed Installation of Ditch Inlet and 250 mm diameter storm drain at the north end of West Park Avenue running north-west between municipal nos. 41 and 45 West Park Avenue

8. **DIRECTOR OF TRAFFIC SERVICES**

(a) Appointment of Parking Control Officers

(b) Processing of City of Hamilton Traffic By-law Amendments

(c) 218 Locke Street South - Commercial Boulevard Parking Agreement

(d) School Crossing Guard locations as affected by the 1991 Budget Packages

(e) **Time Limit Exemption Permits**

(i) 203 - 87 Duke Street

(ii) Apartment Building at No. 255 James Street North

(f) **Parking Regulations**

(i) North Side of Gertrude Street Between Depew Street and Rowanwood Street

(ii) West Side of Moxley Drive, South of Mohawk Road

(iii) East 27th Street Between Mohawk Road and Seeley Avenue

(iv) West Avenue North Between Evans Street and Cannon Street

(v) West Side of Lottridge Street Between Barton Street and Clinton Street

(vi) Scott Street Between Gainsborough Road and the South End

(vii) No. 113 Napoli Drive - Request for a Reserved Permit Parking Space for a Handicapped Resident

(viii) No. 51 West Avenue South - Request for a Wheelchair Loading Zone

(g) **Intersection Control**

(i) Intersection of Margate Avenue and Southwood Drive

(ii) Intersection of Lawnhurst Drive and Lawnview Drive

(iii) Intersections of Merrilee Crescent and Rockview Avenue and Crerar Drive and Rockview Avenue

9. **CHAIRMAN - PEDESTRIAN SAFETY PUBLIC MEETING**

Request to direct staff to prepare a report based on submissions at the Public Meeting

10. **CHAIRMAN - ONTARIO TRAFFIC CONFERENCE**

Request for Appointment of Elected Official and designate on Ad Hoc Committee to Review School Crossing Uniformity

11. **ALDERMAN D. AGOSTINO**

(a) Intersection of Albright Road and Mount Albion Road

(b) Intersection of Berkindale Drive and Swan Street - Intersection Control

12. **OTHER BUSINESS**

13. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	West side of Balsam Avenue between King Street and Cannon Street - Parking Regulation	March 4, 1991	Ald D. Drury	Tabled
3.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled

T. Agnello
Secretary

Monday, March 18, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

1.

Also Present:

Alderman B. Hinkley
Mrs. B. Price, Hamilton Safety Council
Mr. L. Sage, Chief Administrative Officer
Mr. J. G. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. G. S. Aston, Acting Director, Engineering Planning, Regional Engineering Department
Mr. Reg Meirs, Manager of Project Planning, Regional Engineering Department
Mr. M. Main, Director, Traffic Department
Mr. C. Watson, Traffic Department
Mr. T. Bradley, Manager of Purchasing
Ms. T. Agnello, Secretary

1. **APPROVAL OF THE MINUTES**

The minutes of the meeting held March 4, 1991 were approved as circulated.

2. **MANAGER OF PURCHASING**

Supply and Delivery of Sign Blanks, Traffic Department

As recommended by the Manager of Purchasing in a report dated March 8, 1991, the Committee recommended to Council as follows:

That a purchase order be issued for the supply and delivery of Sign Blanks for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

(a) Acme Signs (Ontario) Inc., Rexdale

In the amount of $65,659.10

(b) Provincial Traffic Signs, Port Perry

In the amount of $124,071.60

Provincial sales tax extra at 8%

NOTE: Lowest of two (2) tenders received. Funds provided in Traffic Sign Materials Account No. 56154 75999.

3. ACTING COMMISSIONER OF ENGINEERING

3.1 **Proposed Bench Advertising Agreement**

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated March 5, 1991.

A discussion ensued regarding benches in the downtown core and the ratio of benches with and without advertising after which time the Committee forwarded the following recommendation to Council:

That the Acting Commissioner of Engineering be authorized to award to Hamilton Bench Advertising Limited (585 Main Street East, Hamilton, L8M 1J4) the contract to place advertising benches on City of Hamilton road allowances for a four year period, for the following amounts:

(i) $48.00 per bench for the year of 1991

(ii) $48.00 per bench for the year of 1992

(iii) $54.00 per bench for the year of 1993

(iv) $54.00 per bench for the year of 1994

subject to the following conditions:

(a) That an Agreement be entered into with the City of Hamilton to the satisfaction of the Acting Commissioner of Engineering and the City Solicitor.

(b) That the applicant provide an alphabetical street name inventory, defining where all benches are placed on the road allowance.

(c) That the applicant provide, at the time of each annual payment, a map on which each bench location shall be shown.

(d) That the applicant provide $2,000,000.00 public liability insurance, naming the City as an added insured party, and saving the City harmless from all action, interests, claims, demands, costs, damages, expenses and loss.

(e) That the Mayor and City Clerk be authorized and directed to execute the Agreement on behalf of the City.

(f) That no benches with advertising be placed in the City of Hamilton's "Downtown Area" bounded by and including Main Street and Wilson Street, and Bay Street and Wellington Street.

(g) That no benches with advertising be placed at bus stops with transit shelters where advertising is on the transit shelter, such restriction not to apply to benches for charitable organizations or for benches without advertising.

(h) That the successful applicant be permitted to install a maximum of 500 benches at locations determined by the following criteria:

(i) No bench shall be placed in such a manner as to obstruct pedestrian traffic and in no case shall it be placed on a sidewalk having a width of 2.0 m or less.

(ii) No bench shall be placed within 6.0 m of any fire hydrant.

(iii) No bench shall be placed so as to interfere with or obstruct any street maintenance operation, and in no case shall a bench be within 11.0 m of a bus stop during the months of December to April inclusive.

(iv) Benches shall not be installed until prior approval of each bench location is received from the Senior Director, Roads, and in all commercial areas, benches shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All benches shall be maintained to the satisfaction of the Senior Director, Roads.

3.2 **Proposal to narrow Glengarry Avenue to one lane, from King Street East to a point 28.6 m northerly**

As recommended by the Acting Commissioner of Engineering in a report dated March 5, 1991, the Committee recommended to Council as follows:

(a) That the necessary By-law be prepared by the City Solicitor and the City Clerk be authorized and directed to advertise the By-law as required by Section 301 of the Municipal Act, outlining the City's intention to alter Glencarry Avenue by narrowing one lane from King Street to approximately 28.6 northerly; and,

(b) That, if approved, the work will be incorporated into the King Street Realignment Contract FP0-91 being undertaken by the Region's Freeway Project Office.

3.3 **Incorporated Certain City Lands into Various Streets by By-law**

As recommended by the Acting Commissioner of Engineering in a report dated March 8, 1991, the Committee recommended to Council as follows:

(a) That the City lands known as Parts 1 and 2, Plan 62R-11612 be incorporated into Sanatorium Road.

(b) That the appropriate By-law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

(c) That the Commissioner of Engineering be authorized and directed to register the By-law.

3.4 **Proposed Construction of an Independent Concrete Sidewalk on the South Side of Limeridge Road Between Upper Sherman Avenue and Upper Wentworth Street**

Alderman Agro took the Chair for the duration of discussion on this item.

The Committee was in receipt of a report from the Acting Commissioner of Engineering dated March 7, 1991.

Alderman Merling explained that the request is from one resident in the townhouse complex abutting Limeridge Road between the Right of Way and Upper Sherman Avenue who requires access to Limeridge Mall. He informed the Committee that there is a crossing guard at Rockingham and Limeridge.

Alderman Merling was of the opinion that a paved sidewalk from the Right-of-Way to Upper Wentworth would not benefit the area residents and as such recommended sidewalk construction on the south side of Limeridge Road between Upper Sherman Avenue and the Right-of-Way only.

After brief discussion, the Committee recommended to Council as follows:

(a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the south side of Limeridge Road between Upper Sherman Avenue and the Hydro Right-of-Way be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $43,300.00 as provided for in the 1991 portion of the 1991 - 1995 Capital Budget, City's share $9,126.18 and Owner's share $34,173.82.

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

(c) That the Acting Commissioner of Engineering be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

3.5 **Acceptance of Title by the City of Parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive) on a Plan of Reference from the Region in accordance with the "Effort Gardens" Subdivision in Hamilton**

As recommended by the Acting Commissioner of Engineering in a report dated March 8, 1991, the Committee forwarded to Council as follows:

(a) That the City accept title to Parts 21 to 24 (inclusive) and Parts 27 to 30 (inclusive) on a plan of reference prepared by K. Lau, O.L.S. from the Region for one dollar ($1.00) and the Mayor and City Clerk be authorized to execute all required documents for the said transfer.

NOTE: The Region's Solicitor is to prepare the necessary deeds and documents to certify title to the City. These lands are required for the extension of Benjamin Drive, the establishment of Theodore Drive to its full width and appropriate 0.30 m reserves.

(b) That application be made to the Region for approval to:

(i) Establish Benjamin Drive from the south limit of "Effort Gardens" subdivision onto the north side of Stone Church Road East (Regional Road No. 116) and Theodore Drive from 17.644 m east of Benjamin Drive to 87.323 m west in the "Effort Gardens" subdivision, and,

(ii) Establish Dicenzo Drive from the north limit of "Coventry Gardens" subdivision on to the south side of Stone Church Road East (Regional Road No. 116)

as public road allowances pursuant to Section 48 (3) of the Regional Municipality of Hamilton-Wentworth Act.

4. **DIRECTOR OF TRAFFIC SERVICES**

4.1 Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law No. 89-72 be amended as follows:

(a) West Side of Prospect Street South, South of Maplewood Avenue

That the existing "No Parking 9:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Prospect Street South commencing 30 feet south of Maplewood Avenue and extending to a point 43 feet southerly therefrom, be revised, such that the regulation is in effect during the hours 8:00 a.m. to 4:00 p.m., Monday to Friday.

(b) West Side of Hughson Street North between Macauley Street and Picton Street

(i) That a "Permit Parking" regulation be implemented on the west side of Hughson Street North between Macauley Street and Picton Street; and

(ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first 14 eligible applicants residing in the block to a maximum of 14 permits.

(c) North Side of Bendamere Avenue between Geneva Drive and Columbia Drive

That a "No Stopping, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Bendamere Avenue between Geneva Drive and Columbia Drive.

(d) Macassa Avenue between Upper Sherman Avenue and East 33rd Street

That a "No Parking" regulation be implemented on the north side of Macassa Avenue between Upper Sherman Avenue and East 33rd Street.

4.2 **Appointment of Parking Control Officers**

As recommended by the Director of Traffic Services in a report dated March 4, 1991, the Committee recommended to Council as follows:

(a) That, in accordance with Section 70 of the Police Act, the following person be appointed as a Parking Control Officer:

Mr. Jack Stuart Anthony

(b) That the previous list of personnel appointed as Parking Control Officers be revised by deleting the following names:

Mr. Lorne J. LeBlanc

Mr. Grant M. Spence

4.3 **No. 70 Burton Street - Removal of Wheelchair Loading Zone**

As recommended by the Director of Traffic Services in a report dated March 5, 1991, the Committee recommended to Council as follows:

(a) That the existing "No Stopping, Wheelchair Loading Only" regulation on the south side of Burton Street which commences 79 feet east of Emerald Street North and extends to a point 25 feet easterly therefrom, be removed; and

(b) That the existing "Permit Parking" regulation on the south side of Burton Street which commences 104 feet east of Emerald Street North and extends to a point 22 feet easterly therefrom be relocated such that the regulation commences at a point 91 feet east of Emerald and extends to a point 22 feet easterly therefrom.

4.4 **Apartment Building at 123 Charlton Avenue East - Application for a Time Limit Exemption Permit**

As recommended by the Director of Traffic Services in a report dated February 25, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first 14 eligible applicants residing in the block to a maximum of 14 permits.

4.5 **No. 17 Woodbine Crescent - Removal of a reserved "Permit Parking" space for a Handicapped Resident**

As recommended by the Director of Traffic Services in a report dated March 1, 1991, the Committee recommended to Council as follows:

That the existing "Permit Parking" regulation on the west side of Woodbine Crescent commencing at a point 215 feet north of Jones Street and extending to a point 20 feet northerly therefrom, be removed.

That the City Traffic By-law No. 89-72 be amended accordingly.

4.6 **No. 101 Barnsdale Avenue North - Discharge of Residential Boulevard Parking Agreement**

As recommended by the Director of Traffic Services in a report dated February 26, 1991, the Committee recommended to Council as follows:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 398152 C.D. to the property at No. 101 Barnesdale Avenue North be discharged at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

4.7 **Intersection of Laurier and Delmar Drive - Corner Clearances**

As recommended by the Director of Traffic Services in a report dated March 5, 1991, the Committee recommended to Council as follows:

(a) That a "No Stopping" regulation be implemented on the south side of Delmar Drive commencing at Laurier Avenue and extending to a point 78 feet easterly therefrom; and

(b) That a "No Stopping" regulation be implemented on the east side of Laurier Avenue commencing at Delmar Drive and extending to a point 58 feet southerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

5. **DIRECTOR OF PROPERTY**

5.1 **Offer to Purchase (Easement) Union Gas Limited - City land - south side of Stone Stone Church Road East**

As recommended by the Director of Property in a report dated March 7, 1991, the Committee recommended to Council as follows:

(i) That an Offer to Purchase (Easement) agreement executed by officials of Union Gas Limited on February 19, 1991 and scheduled for closing June 21, 1991, for the installation of an N.P.S. 8 Pipe along the southerly limit of Stone Church Road East, east of Upper James Street, more particularly shown as Parts 1, 2 and 3 on Registered Plan 62R-11624, said subject parcels having an overall frontage of 72 metres (236.4 feet), more or less, by a depth of 5.184 metres(16.46 feet) more or less, be approved and completed.

The purchase price of $1,001.00 is to be credited as follows:
$1.00 to Account No. 4X999 00107 (Service Through Unsubdivided Lands) and the remaining $1,000.00 to Account No. CH59050 30001 (Outside

Recoveries). The deposit of $1.00 is being held by the City Treasurer pending approval of this transaction.

(ii) The Offer to Purchase (Easement) is subject to the following:

The City reserves the right to grant further easements through Condition 14.

"It is understood and agreed that the Transferor shall reserve unto itself, its heirs, successors, and assigns the irrevocable right to grant such further and other easements as from time to time the Transferor sees fit."

5.2 **Crescent Oil Company of Canada - Land Use - Confidential Report (tabled from previous meeting)**

The Committee was in receipt of a report from the Director of Property dated February 26, 1991. The Committee agreed to further table the matter.

6. ALDERMAN H. MERLING

Public meeting regarding Pedestrian Safety

Alderman Hinkley was present to review the item with the Committee.

A discussion ensued regarding the purpose of the meeting and if its mandate is to review pedestrian safety only on pedestrian and traffic safety, as published in a public notice for meeting on April 8, 1991.

Concern was raised about additional costs being incurred as a result of broadening the scope of the public meeting from pedestrian safety to include vehicular traffic.

The Director of Traffic Services explained that it is difficult to assess the costs prior to hearing concerns expressed at the public meeting.

Alderman Hinkley advised the Committee that the public meeting is to review and discuss general policies regarding traffic problems related to pedestrian safety only.

7. **Other Business - None**

8. **Adjournment**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT
COMMITTEE

T. Agnello, Secretary
March 18, 1991

2.

DEPARTMENT NAME HERE

MEMORANDUM

****

TO:	Ms. T. Agnello, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. K. E. Avery City Clerk City Clerk's Department	OUR FILE: PHONE:	 546-4587
SUBJECT:	Resolution form the Township of St. Vincent respecting Waste Disposal Site	DATE:	1991 March 13

At the Council meeting of March 12, 1991, the attached correspondence from the Township of St. Vincent respecting Waste Disposal Sites was referred to the Transport and Environment Committee. Please take the appropriate action with regard to this matter.

TA:KEA:rw

attch.

2

JIM FOSTER A.M.C.T.
CLERK-TREASURER
Telephone 538-2421

TOWNSHIP OF ST. VINCENT

TARIO

March 1st, 1991.

To All Municipalities In The Province of Ontario

Dear Sir/Madam:

The resolution, copied on the reverse, was adopted by the St. Vincent Township Council on February 7th, 1991. Please submit this resolution to your Council for their consideration and endorsement. Copies have been forwarded to the Premier of Ontario, the Minister of the Environment and our local M.P.P.

If your Council is able to support this resolution, it would be appreciated if you would advise the Premier of Ontario, the Minister of the Environment and your local M.P.P.

The Township would appreciate being advised of your Council's decision.

Yours truly,

Jim Foster, A.M.C.T.,
Clerk-Treasurer.

THE CORPORATION OF THE TOWNSHIP OF ST. VINCENT

RESOLUTION

February 7th, 1991.

It was moved and seconded that:

WHEREAS the Town of Meaford and the Township of St. Vincent commenced a concentrated search for a new waste disposal site in the year 1982, under the Environmental Assessment Act;

AND WHEREAS the two municipalities, with a combined population of approximately 6,500, have spent almost two million dollars ($2,000,000.00);

AND WHEREAS, after 104 days of hearing, the Environmental Assessment Joint Board did not approve the municipalities application;

AND WHEREAS the Ministry of the Environment kept changing the standards for the environmental assessment resulting in years of delay before the hearing could commence;

AND WHEREAS the Municipal Council of the Township of St. Vincent is of the opinion that the Ministry of the Environment has considerable expertise concerning methods and procedures municipalities should follow in attempting to locate a new waste disposal site, but was not co-operative in supplying advice or assistance in complying with the complex regulations;

AND WHEREAS the Environmental Assessment Board and the Ministry of the Environment is conducting hearings and has released reports recommending changes in the present legislation and procedures;

THEREFORE BE IT RESOLVED THAT the Association of Municipalities of Ontario requests the Minister of the Environment to bring current efforts to improve the Environmental Assessment procedures and guidelines to a speedy conclusion with the understanding that the new procedures will include step by step instructions, under the Environmental Assessment Act, for municipalities to follow when attempting to establish new waste disposal sites or the enlargement of existing sites;

AND FURTHER BE IT RESOLVED THAT the Minister of the Environment instruct trained Ministry staff to actively instruct and assist municipalities in any effort to establish new waste disposal sites or the enlargement of existing sites.

Carried

3

CITY OF HAMILTON

APR 10 1991

- RECOMMENDATION -

DATE: 1991 April 9

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize additional expenditures for the construction of local improvements on concrete sidewalks on Upper Paradise Road from Stone Church Road to Lunner Avenue - $140,225.00 - Our File: 110-2/90.1

RECOMMENDATION:

That City Council enact the attached By-law in accordance with the authorization contained in Item 12 of the 10th Report of the Transport & Environment Committee and Item 15 of the 20th Report of the Finance & Administration Committee, both adopted by City Council on July 31, 1990.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

The construction of these local improvements was approved by Council on July 31, 1990 in adopting Item 12 of the 10th Report of the Transport & Environment Committee, subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, October 4, 1990, the Ontario Municipal Board's Order No. E901177 was granted. By-law No. 91-6, passed on January 29, 1991, implements this OMB Order of October 4, 1990.

However, by Item 8 of the 26th of the Finance & Administration Committee adopted November 27, 1990, City Council approved an additional cost of $19,999.37 for this project. On Wednesday, March 13, 1991, the Ontario Municipal Board's Order No. E901177 was granted approving this additional expenditure. The attached by-law implements the Ontario Municipal Board Order of March 13, 1991.

:sr
Att.

MAR 25 1991 4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 21

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF TRAFFIC PAINT DURING 1991, TRAFFIC DEPARTMENT

RECOMMENDATION:
That a blanket purchase order, not to exceed $185 392, including GST and PST, be issued to Niagara Paints & Chemical Co. Ltd., Hamilton, being the lowest acceptable of six (6) tenders received, for the supply and delivery of Traffic Paint as and when required during 1991 by the Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be finance from Traffic Pavement Markings Materials Account No. 56153 75999.

NOTE: As painting season is commencing within the next few weeks and the T&E Committee will not meet until April 22, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

91.3.22

O.K. L.S.

****

BACKGROUND: Tender Analysis

		Safety Data Sheets	M.T.O. Approved
Glidden Co. Ltd., Hamilton	$ 44 104.50	Yes	--- *
ICI Paints, Concord	45 942.50	No	--- **
Laurentide Chemicals, New Brunswick	176 755.00	Yes	--- ***
Ibis Products, Scarborough	182 432.60	No	--- ****
Niagara Paint, Hamilton	185 391.50	Yes	Yes
Performance Paints, Rexdale	193 494.40	No	Yes

* Incomplete - Bid 3 of the six items - did not indicate product approved by M.T.O.

** Incomplete - Bid 3 of the six items - did not indicate product approved by M.T.O. - did not provide Safety Data Sheets

*** Unacceptable - did not indicate product approved by M.T.O.

**** Unacceptable - did not indicate product approved by M.T.O. - did not provide Safety Data Sheets

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO AUTHORIZE:

Additional expenditure for the construction of local improvements of concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue as described in Schedule "A"

WHEREAS the Ontario Municipal Board, by Order dated the 4th day of October, 1990 (File No. E901177) approved,

(a) the construction of concrete sidewalks on Upper Paradise Road between Stone Church Road and Lunner Avenue, as a local improvement, pursuant to s. 12 of the Local Improvement Act, R.S.O. 1980, c. 250, as amended, at an estimated cost of $120,225.63, and the borrowing of money by way of temporary advances not exceeding in the aggregate such estimated cost pending the sale of debenture, and

(b) the issuance of the necessary debentures to a maximum of $120,225.63 for a term not to exceed twenty (20) years by the Regional Municipality of Hamilton-Wentworth chargeable to the applicant corporation;

AND WHEREAS By-law No. 91-6, passed on the 29th day of January, 1991, authorized proceeding with the construction of the said local improvements and the issue of debentures in accordance with the Ontario Municipal Board Order dated the 4th day of October, 1990;

AND WHEREAS the Ontario Municipal Board, by Order dated the 13th day of March, 1990, (File No. E901177) approved,

(c) an additional expenditure of $19,999.37 covering an additional estimated costs of this amount, and the borrowing of money by way of temporary advances not exceeding in the aggregate such additional estimated cost pending the sale of debentures,

(d) the issuance of additional debentures in the amount of $19,999.37, and

(e) an amendment to the said previous Order of the Board dated the 4th day of October, 1990, by replacing Schedule "A" thereto with Schedule "A" annexed hereto.

AND WHEREAS it is intended to proceed with the construction of the said local improvements in accordance with the total expenditure and total debentures to be issued as approved by the Ontario Municipal Board.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works, more particularly described in Schedule "A" annexed hereto and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $140,225.00, in accordance with the Ontario Municipal Board Order dated the 4th day of October, 1990, as amended by Order of the Ontario Municipal Board dated the 13th day of March, 1991.

2. The share or portion of the estimated cost of the works in the amount of $86,325.12 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", annexed hereto and forming part of this By-law, provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $140,225.00; and

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1991.

City Clerk Mayor

(1990) 10 R.T.E.C. 12, July 31
(1990) 20 R.F.A.C. 15, July 31
(1990) 26 R.F.A.C. 8, November 27

SCHEDULE "A"

The construction of CONCRETE SIDEWALKS on Upper Paradise Road between Stone Church Road and Lunner Avenue at the costs not exceeding those set out below:

City's Share	$53,899.88
Owner's Share	86,325.12
TOTAL ESTIMATED COST	$140,225.00
Estimated Cost per metre frontage	$84.00

Fifteen (15) annual instalments

5a

CITY OF HAMILTON

- RECOMMENDATION - MAR 1991

DATE: 1991 March 21

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Unauthorized Removal of a City Tree - 111 St. Clair Avenue (Our File 91-6075R)**

RECOMMENDATION:

That the Law Department be authorized to take necessary action to recover the costs of $1,660 from the property owners, James and Maria Davies, of 111 St. Clair Avenue, to replace the healthy municipal tree which was removed from the road allowance by these property owners without authorization.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The property owner has destroyed a City tree and should be held responsible for the replacement value of the tree. Forestry staff received a verbal quote from Douglas Wood Large Tree Sales Ltd., R.R. #2, Rockwood, Ontario for $1,600 to replace the 8" Linden with a one year guarantee. The grinding out of the stump and filling of the hole with topsoil by our Forestry Section will cost an additional $60.00.

BACKGROUND:

On February 14, 1991, a call from a concerned citizen was made to the Public Works Department regarding a property owner damaging a City tree in front of 111 St. Clair Avenue. A supervisor from the Forestry Section responded to the call and investigated this matter.

Upon arrival, staff found the trunk of an 8″ Linden with all limbs removed and stacked at the base of the tree. The road allowance was measured and it was determined this was a City tree. This was later confirmed by a survey through Regional Engineering.

The supervisor talked to the property owner, advising them of the by-law policies and procedures pertaining to the damage of City trees. The property owner advised the supervisor that within the past two years, they had contacted the Heritage Foundation and the City regarding tree removal in their backyard. Due to the fact these trees were not on City property, they were advised the City had no jurisdiction in this matter and it was solely their responsibility. As well, the property owner says that he was told the Linden was on private property.

The Forestry Section has no record of being contacted in regards to the ownership of this tree.

Upon investigation through the Planning Department, it has been determined a site inspection was conducted on March 29, 1989 with representatives from the Local Architectural Conservation Advisory Committee and the Building Department for the purpose of Heritage Funding for painting of the building. These representatives did not comment on the trees at this address.

The property owner proceeded to remove the Linden because of wasp and/or yellowjackets, attracted to the flowers, swarming in the summer months.

On February 18, 1991, Forestry staff contacted the Hamilton-Wentworth Regional Police to have an officer meet at 111 St. Clair Avenue to write up a Police Occurrence Report for the City Law Department. An officer responded to the call and informed the supervisor the Police do not get involved in these situations and advised us to call the By-law enforcement staff at the City Clerk's office. The answer received from the City Clerk's office was they do not enforce Public Works by-laws.

On February 19, 1991, a Forestry crew was called in to top and flush the remainder of the tree.

JGP/PSU/rb

cc Alderman B. Hinkley, Alderman Ward 3
L. Sage, Chief Administrative Officer
P. Noé-Johnson, Law Department
R. Chrystian, Manager of Parks
J. Pook, Horticulturist

5b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 15

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Snow Clearing Charges
- 575 James Street North (91.0126.02)

RECOMMENDATION:

(a) That the fee of $508.72 for snow removal at 575 James Street North not be rescinded because on January 10, 1991, in compliance with Streets By-Law 9329, the City crews removed the snow from the sidewalk as shown in the polaroid picture taken just before the work was done and because the costs incurred have been charged in accordance with the direction from City Council.

J. G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the charges are not assessed, the General Tax Levy will be burdened by the $508.72 not collected and potentially as well by the $98,421.38 in snow clearing costs assessed to the other 293 properties where charges were assessed.

BACKGROUND:

Alderman Agro has requested that this matter be forwarded to the Transport and Environment Committee for resolution.

On January 17, 1991, Alderman Agro wrote advising that Mr. Cwierdzinski cleared the snow prior to January 10, 1991, and that the snow storm did not occur until Friday, January 11, 1991.

In response to Alderman Agro's concerns, staff checked and confirmed:

1. that on January 8, 1991, snow had not been cleared from the sidewalk by the plaza at the south-east corner of James Street and Burlington Street.

2. that the foreman Mr. John Bovaird tried to contact Mr. Cwierdzinski at his home on 3 different occasions over two days unsuccessfully. Mr. Bovaird tried to telephone Mr. Cwierdzinski at his home in the early afternoon and again at 4:00 p.m. on January 9, 1991 and then again at 7:45 a.m. the next morning.

3. that prior to the work being done, the crew took a polaroid picture of the sidewalk with snow on it, confirming that the sidewalk had not been cleared.

4. that the work had been charged to the property taxes in accordance with Council's resolution at $3.50 per square metre.

$$96.9 \text{ X } 1.5 \text{ X } \$3.50 = \$508.72$$

The attached "Snow Clearing Charges Assessed" notice was then mailed to Mr. Cwierdzinski.

5. that the property plans of this property confirm that the private property is 377.91 feet (115.05 metres) long, therefore the field measurement of 317.91 feet (96.9 metres) is accurate.

Despite receiving the attached letter of January 23, 1991, Alderman Agro wanted this matter to go to the Transport and Environment Committee.

In preparing the report for this meeting, Mr. Pavelka telephone and talked with Mr. Cwierdzinski between 6:15 and 6:30 p.m. on Thursday, April 11, 1991.

During that telephone conversation, Mr. Cwierdzinski confirmed that he had not cleared the snow from the sidewalk, contrary to the earlier comment that the snow had been cleaned.

Mr. Cwierdzinski also indicated that he felt the fee was exorbitant and that he was a small businessman paying very high property taxes and he felt that the snow clearing charge was excessive.

Mr. Cwierdzinski then indicated that he had not received a warning or a notice prior to the work being done. Mr. Pavelka then explained that the foreman did try unsuccessfully on 3 different occasions on two different days.

According to the information available to staff, staff adhered to the policy passed by City Council, cleared the snow from the sidewalk and charged $3.50 per square metre, therefore staff are not in a position to rescind the snow clearing charge.

JGP/jdh
Attach.

c.c. Mr. D. Lobo, Manager of Streets & Sanitation

545-0202(N)
547-0228(h)

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO:	Alderman V. Agro Alderman, Ward 2 Aldermen's Office	YOUR FILE:	
FROM:	Mr. D. Lobo Manager of Streets & Sanitation Public Works Department	OUR FILE: PHONE:	91-~~5000~~ 1002 546-4628
SUBJECT:	Snow Clearing Charges South-East corner James and Burlington Streets	DATE:	1991 January 23

In response to your letter dated January 17, 1991, with respect to the snow clearing charges at the above-mentioned location, in the amount of $508.00, I have the following information.

On January 8, 1991, we found that the snow had not been cleared from the sidewalk by the plaza. The Department's past practice is not to notify businesses, churches, industrial, commercial, apartment buildings and plazas, however, the foreman in this area did try on 3 different occasions on two different days to contact Mr. Cwierdzinski at his home. He tried once in the early afternoon, again at 4:00 p.m. and again at 7:45 a.m. the next morning, but unfortunately no one was home. Therefore, arrangements were made for the snow to be removed at this location.

You stated in your letter that the large snow storm did not occur until Friday, January 11, 1991, however, on Sunday, January 6, 1991, Hamilton received approximately 6 to 8 cm of snow.

I have reviewed the attached picture which clearly shows that the snow on the sidewalk had not previously been removed.

This information confirms that, staff have adhered to the policy, passed by City Council, cleared the snow from the sidewalk and charged $3.50 per square meter. Therefore, the snow clearing charge of $508.00 cannot be rescinded.

D. Lobo
/jdh
Attach.

c.c. Alderman H. Merling, Alderman, Ward 7
Alderman F. Lombardo, Alderman, Ward 5

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2

FILE No. 91-5000
DEPT. PUBLIC WORKS
JAN 21 1991

	INFO ONLY	REPT REQ	
MA			
MSS			
MP			
MCEM			
MFS			
CCAS			
HORT			
SPM			
PME			
FDC			
SSS(c)			
SSS(m)			
SMM			
[redacted]			

17 January 1991

Mr. J. Pavelka
Director of Public Works

Dear Mr. Pavelka:

I have been contacted by the owner of 575 James Street North regarding a bill he received for $508.00 for snow removal at that property on January 10 at 1:10 a.m.

Mr. Cwierdzinski claims he cleared the snow prior to that and the large snow storm did not occur until the Friday, January 11. It seems unfair that people can be treated in this manner.

Could you please look into this matter and report back to me on this situation.

Thank you and I look forward to your reply.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
Alderman F. Lombardo
Mr. Zygmunt Cwierdzinski, Zygmunt Real Estate, 1217 King St. E., Hamilton, L8M 1G4

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

Don't be slow... clear your snow

SNOW CLEARING CHARGES ASSESSED

VACANT LOTS

DATE JANUARY 10TH 1991

TIME 1 30 A.M.

02-01610-545

ADDRESS S/E CORNER JAMES + BURLINGTON
574 JAMES - UNABLE TO CONTACT PROPERTY OWN

ON JANUARY 10TH 1991 IN COMPLIANCE WITH STREETS BY-LAW NO. 9329, SECTION 7, IT WAS NECESSARY FOR THE CITY TO ARRANGE TO CLEAR THE SNOW FROM THE SIDEWALKS ABUTTING THIS PROPERTY.

THIS NOTICE IS TO ADVISE YOU THAT THE COSTS INCURRED WILL BE CHARGED TO YOUR PROPERTY TAXES.

96.9 X 1.5' x $3.50 per square metre = $ 508.72

FOR INQUIRIES PLEASE CALL 546-2785

owner. Eric Seidel
Zygmunt Cwierdzinski
58 Hillcrest Ave.
Hamilton, Ontario
L8P 2W9

DEPARTMENT OF PUBLIC WORKS
REPRESENTATIVE

COMPLETE IN TRIPLICATE

1 - Property Owner
1 - District Copy
1 - Office Copy

6a

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 March 20

MAR 2 1 1991

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the Extension of Berkindale Drive from Michel Alcid Garon and Debra Ann Garon**

RECOMMENDATION:

a) That an Option to Purchase executed by Michel Alcid Garon and Debra Ann Garon on March 6, 1991 and scheduled for closing on or before June 24, 1991 for the purchase of part of the property at 891 Queenston Road, more particularly described as part of Lot 23, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, be approved and completed. Subject parcel measures 20 metres (65.6 feet), by a depth of 23.51 metres (77.1 feet) and is required for the extension of Berkindale Drive. The purchase price of $2.00 is to be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

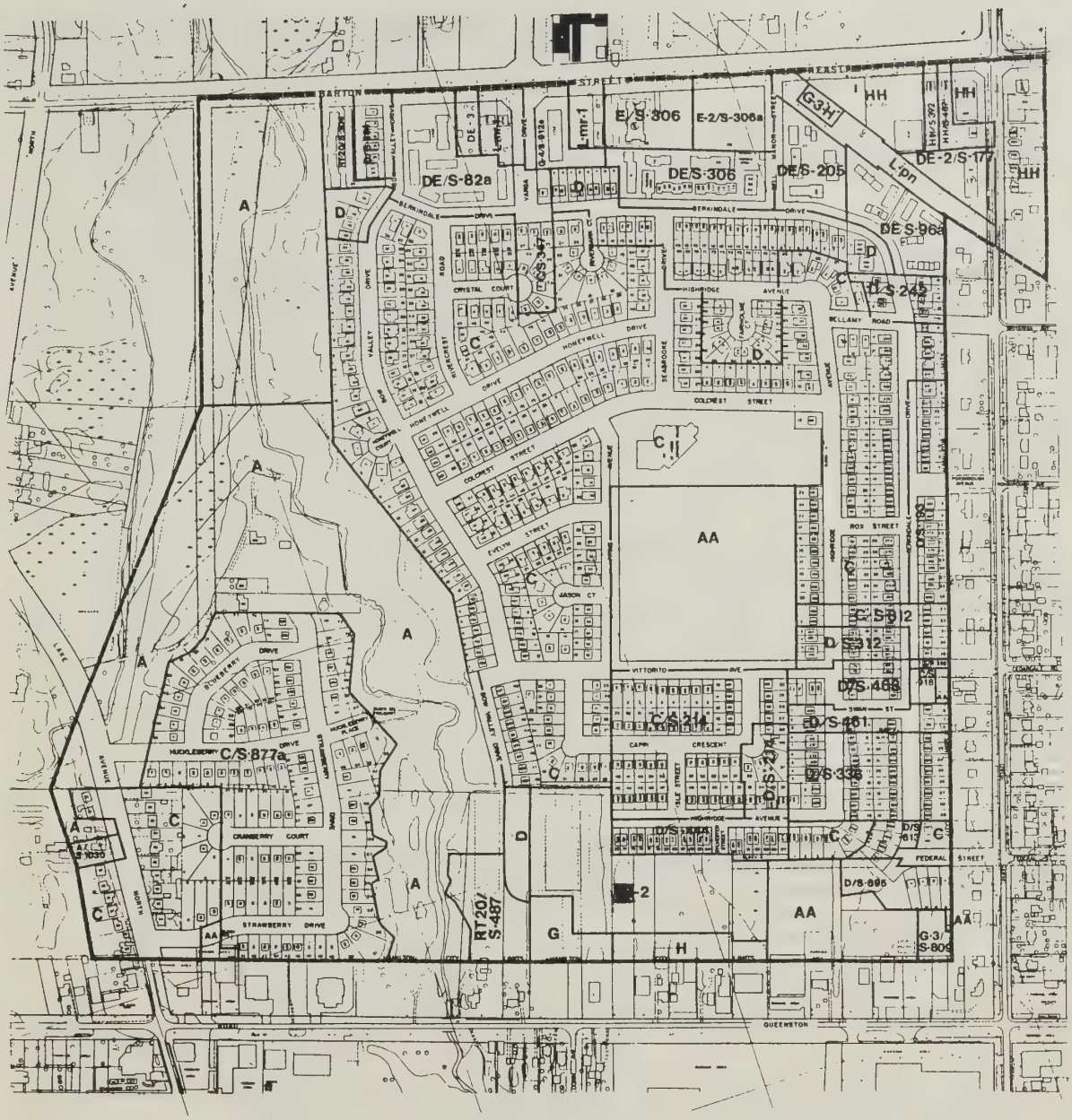
The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

BACKGROUND:

On November 27, 1990, City Council approved Item 3 of the 16th Report of the Transport and Environment Committee authorizing the purchase of subject parcel of land for the extension of Berkindale Drive in accordance with City policy to assist developers to establish roadways to their subdivisions and promote development of their land.

c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys
Mr. T. Gill, Senior Director - Roads
Attention: G. Aston

(4509)



94 54 116 114	CITY OF HAMILTON **RIVERDALE EAST** **ZONING**
This is not a Legal Document For Zoning Verification Please Contact City Building Department.	
Neighbourhood Boundary Zoning Boundary.	SCALE 0 50m 100m NORTH
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 6408 · JUNE 1988 · PAGE NO. 114

OPTION TO PURCHASE

BETWEEN: **Michel Alcid Garon**
Debra Ann Garon

Hereinafter called "the Owner"
OF THE FIRST PART:

In care of **Peter Tyce,**
65 Mall Road
Hamilton, Ontario, L8V 5B8

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of **Two**----------DOLLARS ($2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **part of Lot 23, Concession 2, formerly in the Township of Saltfleet now in the City of Hamilton measuring 20 metres (65.6 feet) more or less by 23.51 metres (77.1 feet) more or less, shown cross-hatched on the attached plan. Subject parcel forms part of the property known as 891 Queenston Road, Stoney Creek.**

Forming part of this Option to Purchase are Schedule(s) ____ attached hereto.

The sum of $ 2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the ~~5th~~ 7th day of ~~March~~ May 1991, and may be accepted by a letter mailed or delivered to the Solicitor at **the above address**. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed **45** days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before June 24, 1991, ~~April 22, 1991~~ on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Vendor agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Vendor.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs ad Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

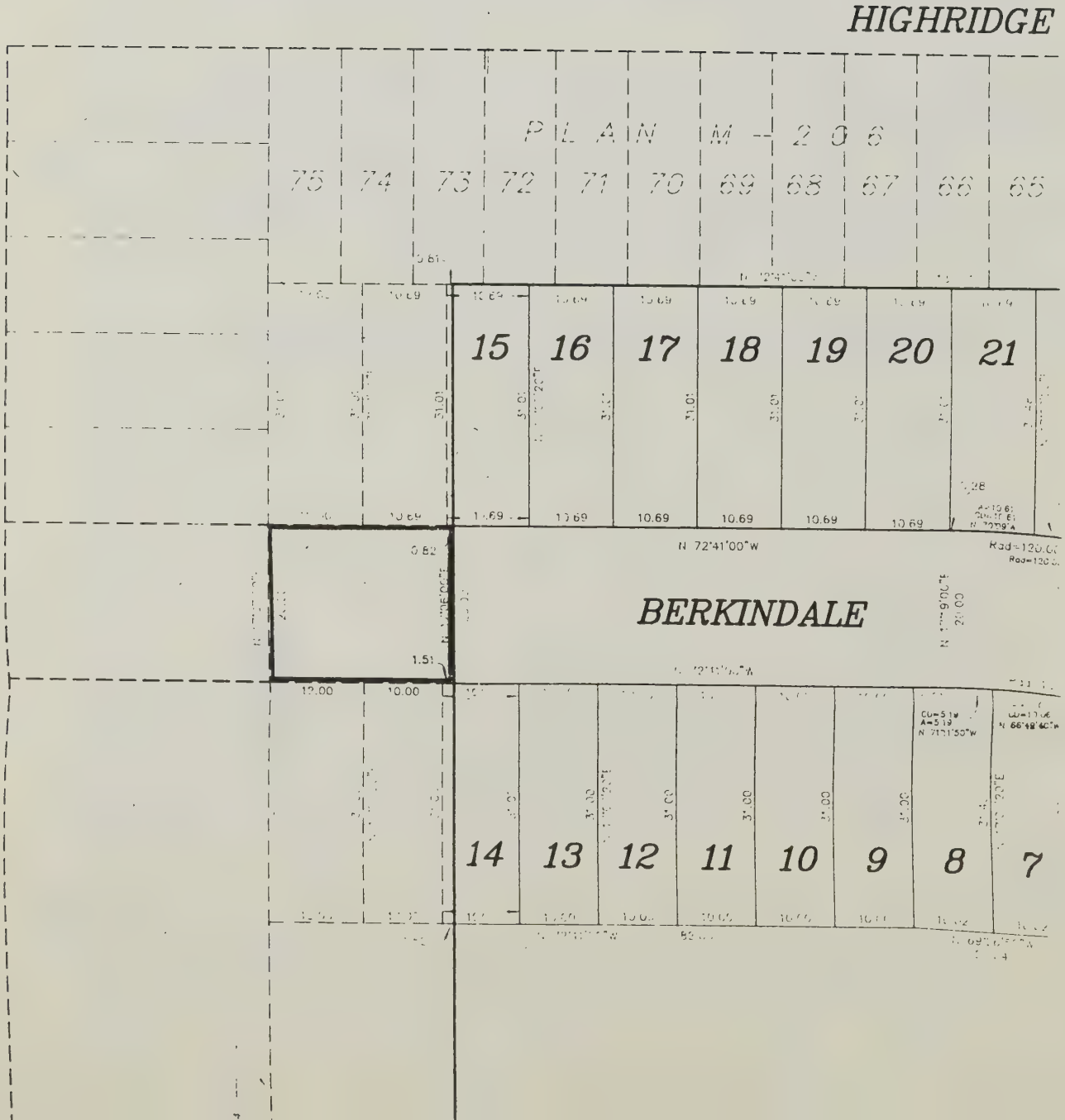
DATED at Hamilton this 6th day of March A.D., 1991 .

SIGNED, SEALED AND DELIVERED in the presence of

)
) Michel A. Garon
)MICHEL ALCID GARON
)
) D. Garon
)DEBRA ANN GARON
)
)_____(Seal)

9/17/87

PF
ALOI
PAF
GEOGR
AI
F



6b

CITY OF HAMILTON

— RECOMMENDATION —

APR 10 1991

DATE: 1991 April 8

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the Extension of Fieldway Drive from Erabuilt Design & Construction Inc.**

RECOMMENDATION:

a) That an Option to Purchase, executed by R. James Rushlow, President of Erabuilt Design & Construction Inc. on March 26, 1991, and scheduled for closing on or before June 24, 1991, for the purchase of part of the property at 864 Upper Wentworth Street, required for the extension of Fieldway Drive, be approved and completed. The subject property contains 4,448 square feet (413.2 square metres) and is shown as Parts 19 and 20 on Plan 62R-11054.

b) Consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

c) The purchase price of $105,500 is to be charged to Account Number CH 5X303 00107 (Reserve for Services through Unsubdivided Lands - Land Acquisition), in which sufficient funds are available to finalize this transaction.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway, but will not recover these land costs as the apartment building proposed for construction, facing on Upper Wentworth Street, will not be allowed to have access onto Fieldway Drive, as required by the Planning Department.

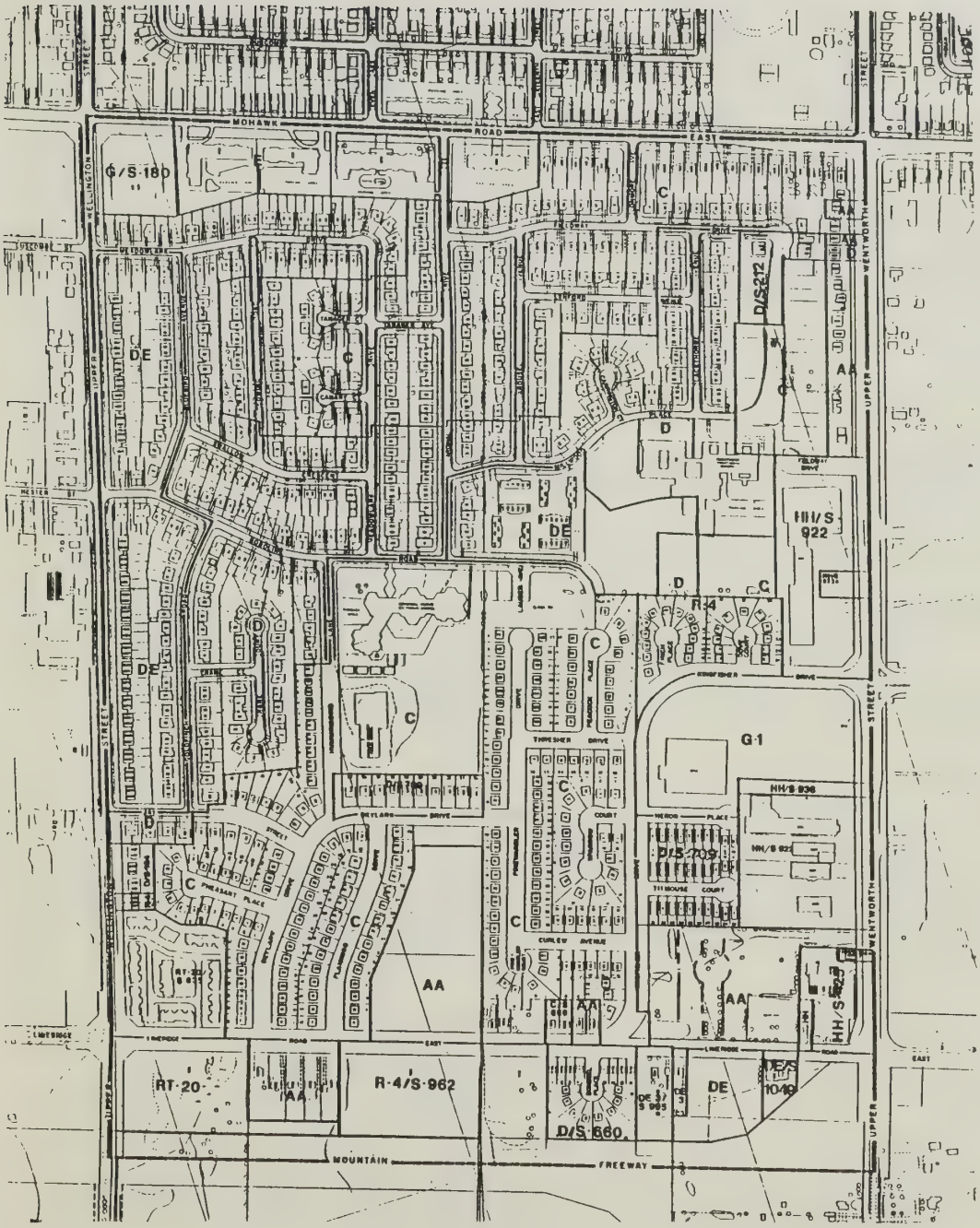
BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive extension from Fieldway Drive to Millwood Place. The City will establish a One Foot Reserve along the proposed roadway, but will not recover these land costs as the apartment building proposed for construction facing on Upper Wentworth Street will not be allowed to have access onto Fieldway Drive, as required by the Planning Department.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
  Attention: Mr. G. Aston

(36.1.26 - 4509)



7	65	19
58	16	130
82	33	118

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton

CITY OF HAMILTON

BRULEVILLE

ZONING

SCALE

OPTION TO PURCHASE

BETWEEN: **Erabuilt Design & Construction Inc.**

Hereinafter called "the Owner"

Weisz, Rocchi & Scholes
The Effort Trust Building
In care of **242 Main Street East**
Hamilton, Ontario, L8N 1H5
Attention: Mr. Mark A. Scholes

OF THE FIRST PART:

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of Two----------DOLLARS ($2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 11, Concession 6, formerly in the Geographic Township of Barton, now in the City of Hamilton containing 4448 square feet (413.2 square metres) shown as Parts 19 and 20 on Plan 62R-11054. The subject property forms part of the property known as 864 Upper Wentworth.

Forming part of this Option to Purchase are Schedule(s) A attached hereto.

The purchase price of the said property shall be the sum of One Hundred and Five Thousand Five Hundred----------DOLLARS ($105,500.00) of lawful money of Canada.

The sum of $ 2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the 7th day of May 1991, and may be accepted by a letter mailed or delivered to the Solicitor at the above address . In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before June 24, 1991 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Vendor agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Vendor.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs ad Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

DATED at OSHAWA this 26 day of MARCH A.D., 1991.

ERABUILT DESIGN & CONSTRUCTION INC.

SIGNED, SEALED AND DELIVERED in the presence of

PER: _____ (Seal)
R. JAMES RUSHLOW

_____ (Seal)

_____ (Seal)

The Undersigned Spouse of the Vendor hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

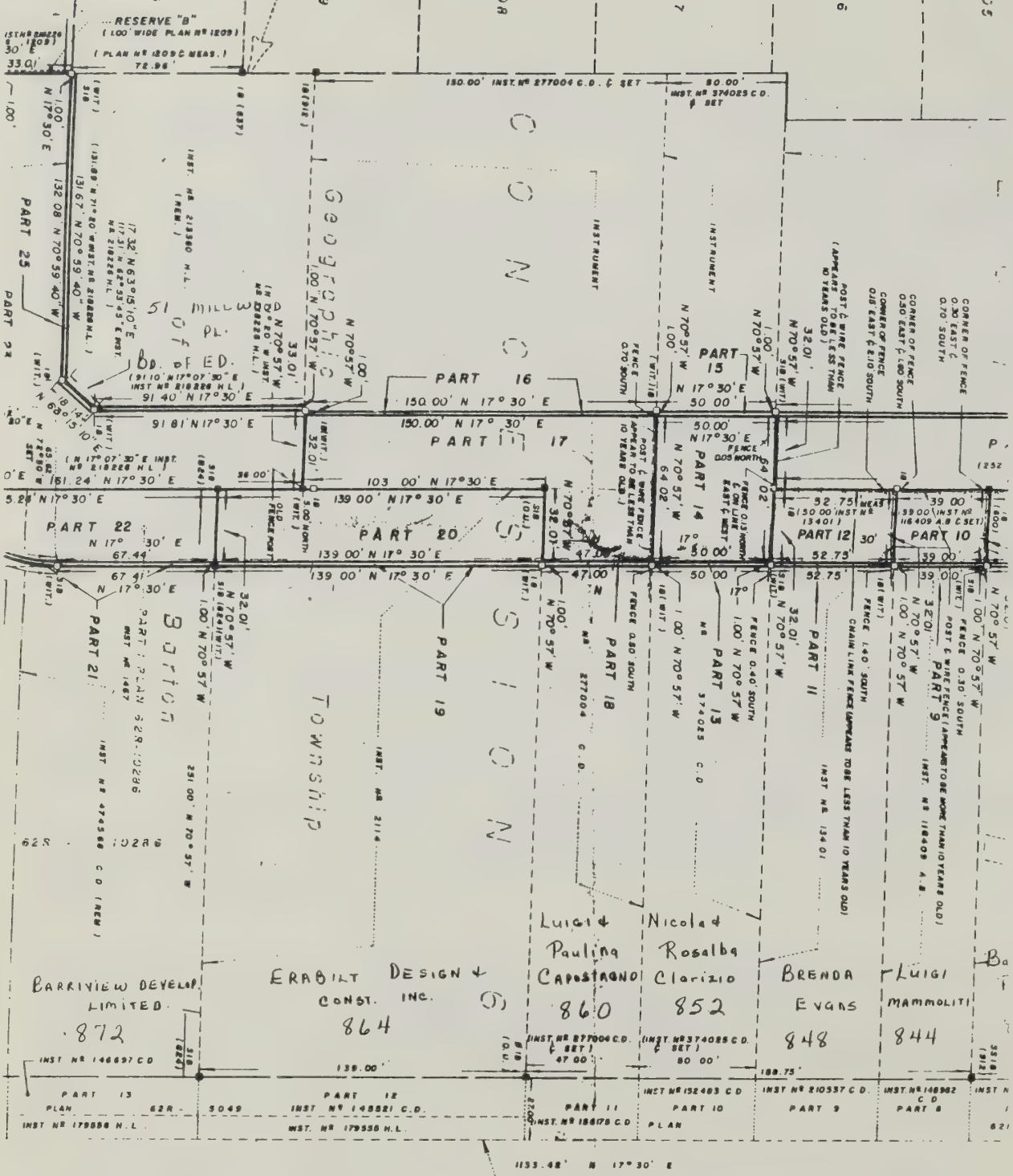
In consideration of the sum of One Dollar ($1.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Vendor hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year - Month - Day

Date_____

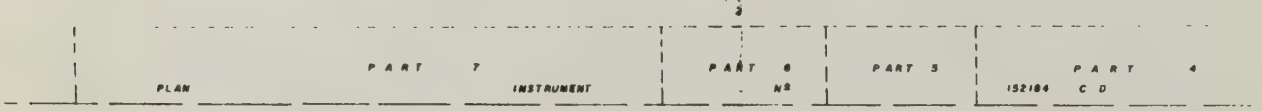
Witness Spouse (Seal)

9/17/87



WENTWORTH STREET — Original Road Allowance Between Townsi

Regional Road nº 167



LOT 10 CONCESSION 6

6c

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 April 5

REPORT TO: Miss Tina Agnello, Secretary,
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Expropriation of Land required for the extension of Fieldway Drive from Fieldway Drive to Millwood Place**

RECOMMENDATION:

That approval be given to authorize the City Solicitor to proceed with expropriation of the following properties required for the extension of Fieldway Drive from Fieldway Drive to Millwood Place.

	Property	Owner
1.	Part of 106 Fieldway Drive Parts 1 and 2, Plan 62R-11054	Mrs. Fiorina Merone 760 Mohawk Road West Apartment 409 Hamilton, Ontario L9C 6P6
2.	Part of 832 Upper Wentworth Street Parts 3 and 4, Plan 62R-11054	Mr. Mike Kim 365 Cumberland Avenue Hamilton, Ontario L8M 2A5
3.	Part of 836 and 840 Upper Wentworth Street Parts 5,6,7 and 8, Plan 62R-11054	Barbara Pinto, in trust c/o 20 Golfdale Place Ancaster, Ontario L9G 4A4

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will recover all costs for this project including land, consultant's fees, construction and overhead, through establishment of one foot reserves along the proposed roadway.

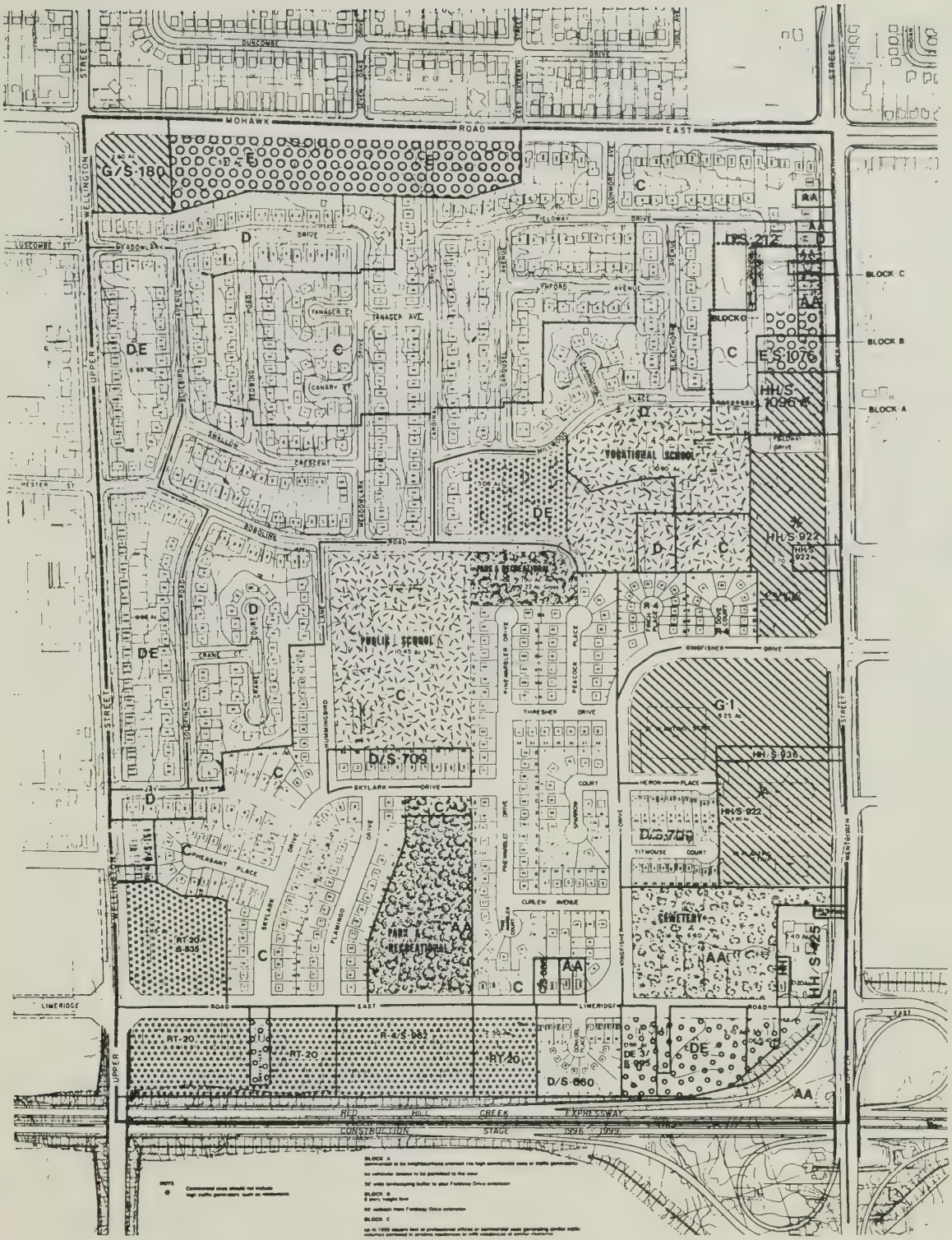
BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place. This department has successfully negotiated the purchase of five (5) of the nine (9) properties required. We therefore recommend expropriation of the remaining four (4) properties.

Attach.

c.c. - Alderman H. Merling, Alderman, Ward 7
- Alderman J. Gallagher, Alderman, Ward 7
- Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
  Attention: Mr. G. Aston
- Ms. Fiorina Merone
  760 Mohawk Road West, Apartment 760
  Hamilton, Ontario, L9C 6P6

(4509)



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

NOTE:

* Commercial uses should not include high traffic generators such as a restaurant.

BLOCK A:
Commercial to be neighbourhood oriented (no high commercial uses or high traffic generators)
No vehicular access to be permitted to the west
30' wide landscaping buffer to abut Fieldway Drive extension.

BLOCK B:
6 story height limit
50' set back from Fieldway Drive extension

BLOCK C:
Up to 1000 square feet of professional offices or commercial uses generating similar traffic volumes permitted in existing residences or infill residences of similar character.

EXISTING POPULATION (1988) 3825

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- COMM./RESIDENTIAL CONSERVATION

Neighbourhood Boundary
Zoning Boundary

Approvals

Planning Committee MAR. 1, 1978 Council MAR. 28, 1978

Latest Revision Date OCTOBER 1, 1980

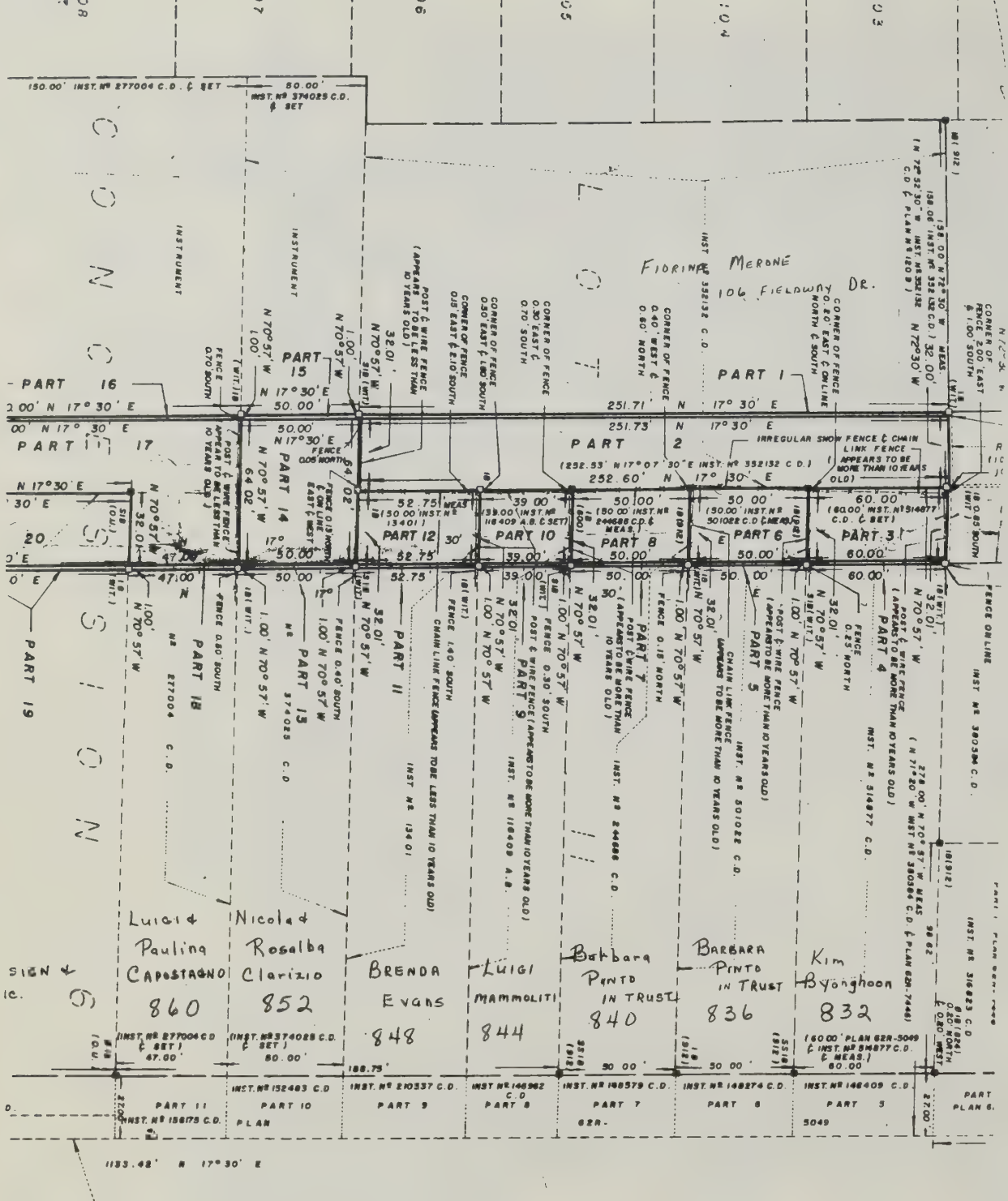
CITY OF HAMILTON
PLANNING DEPARTMENT

BRULEVILLE

APPROVED PLAN

NORTH

SCALE 0 90 m 180 m


Fiorina Merone
106 Fieldway Dr.
Luigi & Pauling Capostagno 860
Nicola & Rosalba Clarizio 852
Brenda Evans 848
Luigi Mammoliti 844
Barbara Pinto in Trust 840
Barbara Pinto in Trust 836
Kim Byonghoon 832
Original Road Allowance Between Township Lots 10 and 11
Road nº 167
CONCESSION 6

6d

CITY OF HAMILTON

— RECOMMENDATION —

APR 11 1991

DATE: 1991 April 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Lease of City owned land on Queenston Road, westerly from Kenora Avenue to Cara Operations Limited (Swiss Chalet)**

RECOMMENDATION:

a) That the City of Hamilton renew the lease with Cara Operations Limited for the City owned lands on the north-west corner of Queenston Road and Kenora Avenue, known as 771 Queenston Road, along with a closed portion of Kenora Avenue, comprised of an area of 1,754 square metres (18,874 square feet), more or less, for the period December 10, 1990 to December 9, 1992 at a rental rate of $18,874.00 per annum plus realty taxes ($7,538.67 for 1990).

b) That the City Solicitor be authorized to prepare the necessary lease for this location.

c) That the Mayor and City Clerk be authorized to execute the Lease Agreement.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

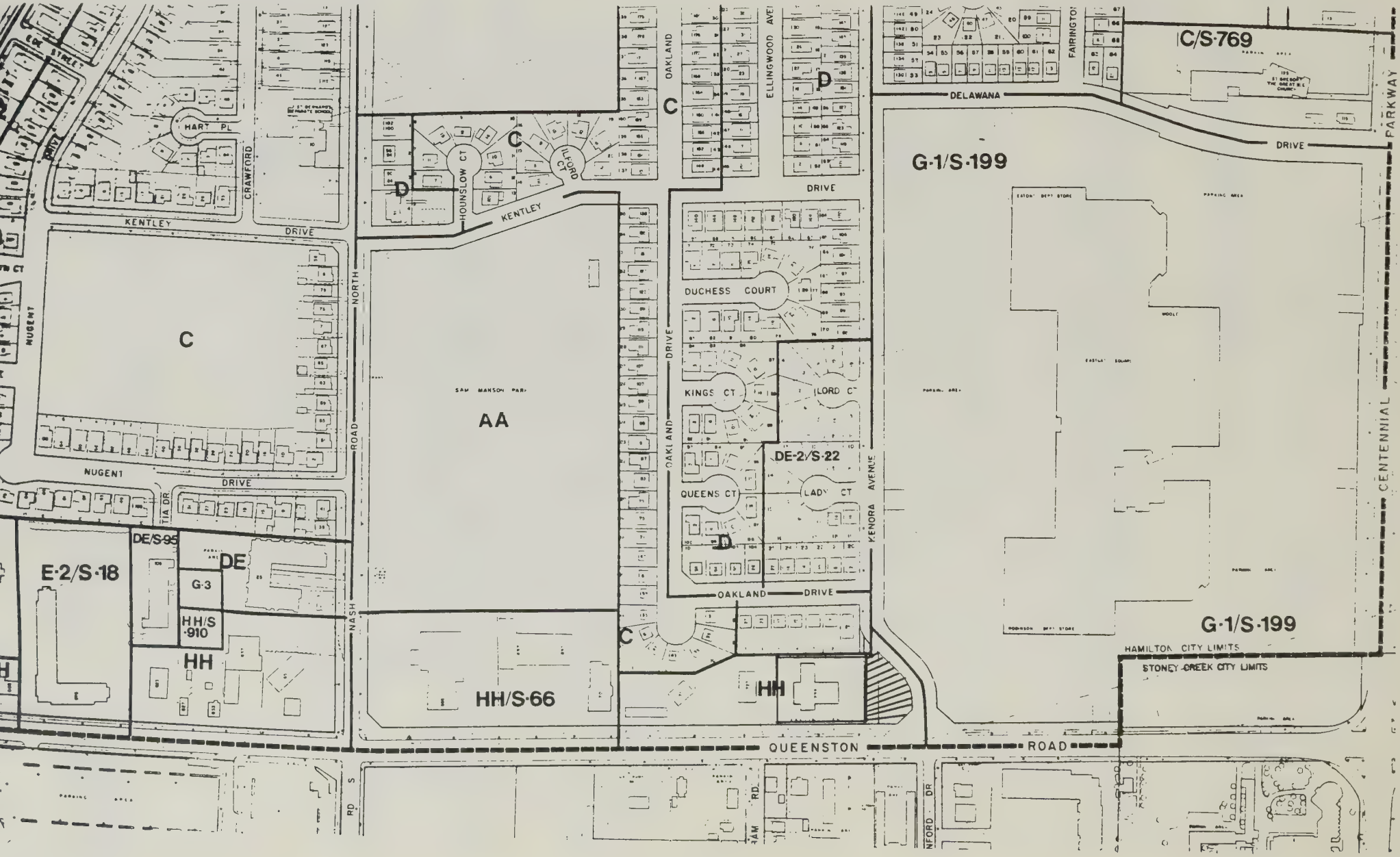
That revenue from this rental location be credited to Account Number CH 44104 31106 (Civic Properties Rented - Rentals).

BACKGROUND:

Cara Operations Limited have rented the above-mentioned property since 1979, and have applied for a renewal of its lease which expired on December 9, 1990. Cara Operations have agreed to this increase. The previous rent was $8,500.00 per annum plus taxes.

Attach.
c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E.C. Matthews, Treasurer

(4609)


HART PL
CRAWFORD
KENTLEY
DRIVE
NUGENT
C
NUGENT
DRIVE
TIA DR.
E-2/S-18
DE/S-95
DE
G-3
HH/S
-910
HH
NASH
ROAD
NORTH
SAM MANSON PARK
AA
HOUNSLOW CT
ILFORD CT
KENTLEY
D
C
OAKLAND
DRIVE
ELLINGWOOD AVE
D
DRIVE
DUCHESS COURT
KINGS CT
LORD CT
DE-2/S-22
QUEENS CT
LADY CT
D
OAKLAND
DRIVE
KENORA AVENUE
C
HH/S-66
HH
QUEENSTON
ROAD
FAIRINGTON
DELAWANA
DRIVE
G-1/S-199
EATON DEPT STORE
PARKING AREA
EASTLAND SQUARE
ROBINSON DEPT STORE
G-1/S-199
HAMILTON CITY LIMITS
STONEY CREEK CITY LIMITS
C/S-769
PARKING AREA
CENTENNIAL
PARKWAY

6e

APR 12 1991

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 April 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Sale of Closed Alley**
East/West Alley from East 38th Street to North/South Alley
to the Abutting Property Owners

RECOMMENDATION:

a) That an Offer to Purchase Agreement executed by Marc Corrin and Carol Corrin on March 4, 1991, for the purchase of a portion of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1.00 to be credited to Account Number CH 5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 1 on Plan 62R-11097 and comprises a total area 528 square feet (49.05 square metres) more or less.

b) That an Offer to Purchase Agreement executed by Mr. Peter Emery on February 26, 1991, for the purchase of a portion of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1.00 to be credited to Account Number CH 5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 2, on Plan 62R-11097 and comprises a total area of 160 square feet (14.86 square metres) more or less.

c) That an Offer to Purchase Agreement executed by Mr. Donald Wilds and Donald Wilds Jr., on March 4, 1991, for the purchase of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1.00 to be credited to Account Number CH 5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 3 on Plan 62R-11097 and comprises a total area of 150 square feet (13.9 square metres) more or less.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

Subject alley was closed by Judge's Order, Instrument #072227, on December 27th, 1990. It is now being conveyed by by-law to the abutting owners for $1.00 as per City policy.

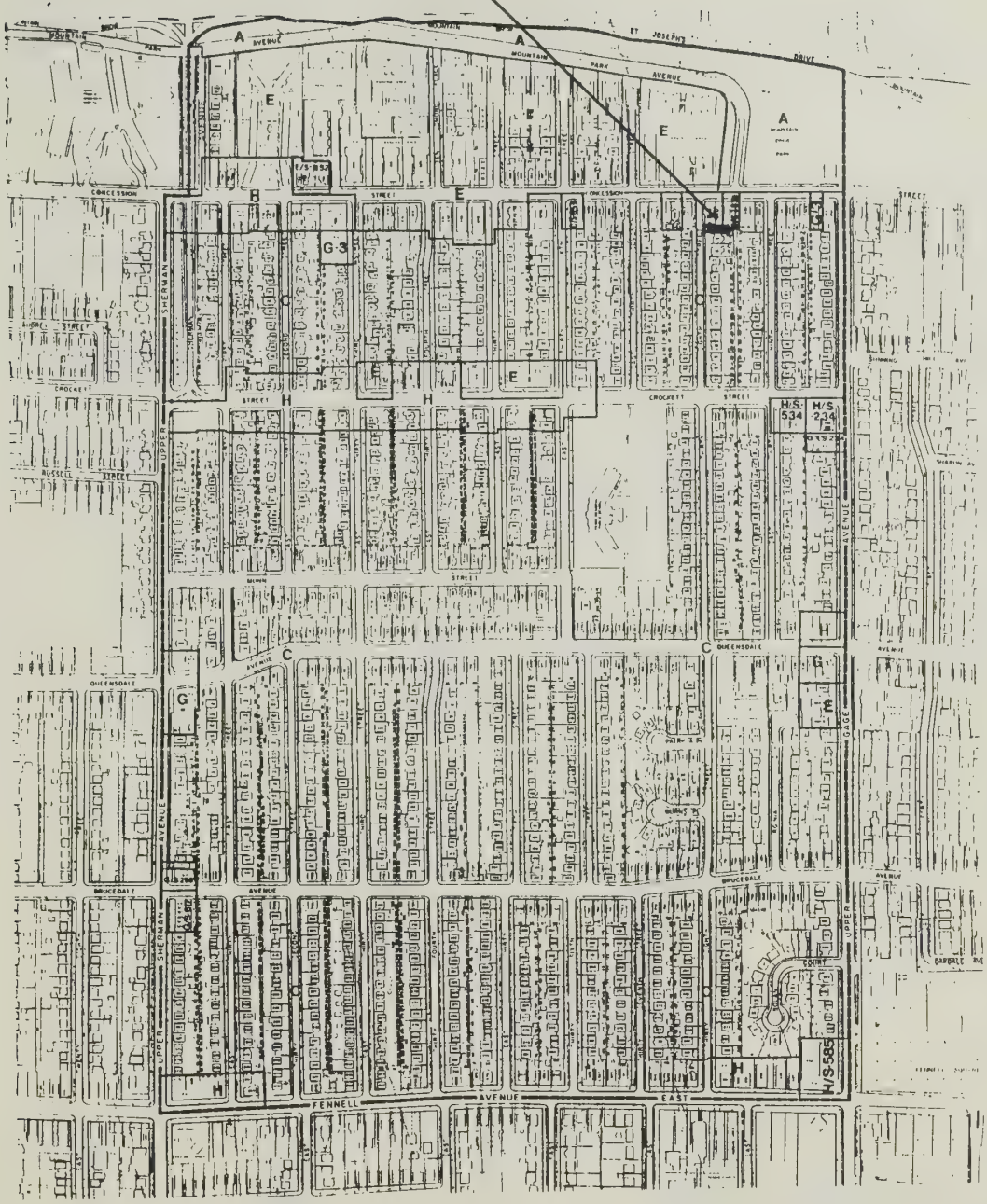
It is anticipated that executed documents from Milorad and Dusica Kobilski, for the purchase of Part 4, Plan 62R-11097 will be forwarded for consideration to the next Transport and Environment meeting. The Kobilski's are on vacation and as such were unable to execute the documents to meet this date.

Attach.

c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(4508)

SUBJECT



124	12	37
42	111	125
18	98	61

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

CITY OF HAMILTON

RALEIGH

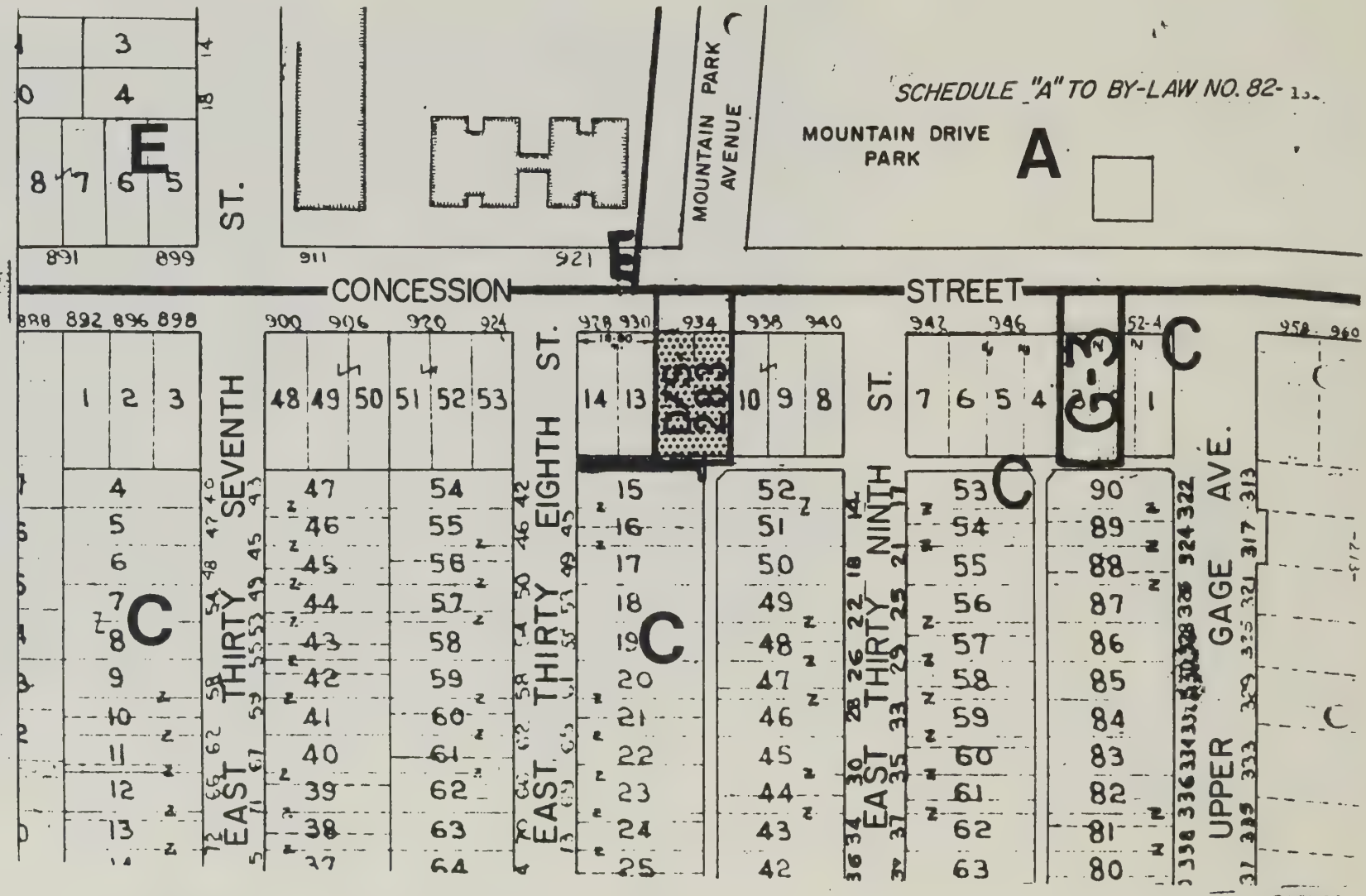
ZONING

SCALE 0 50m 100m

DRAWN BY: 7212

JANUARY 1990

PAGE NO 111



LEGEND

Lands on part of Sheet No. E-35 of the Zoning District Maps to be regulated by By-law No. 82- 131

SUBJECT

6F

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 April 12

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: 1. Sale of Closed Road Allowance
- Holland Avenue
2. Purchase of Land for Butler Drive from Adisco Limited

RECOMMENDATION:

a) That Offers to Purchase the closed road allowance of Holland Avenue, executed by the following abutting owners, be approved and completed:

	Part on Plan 62R-10568	Area	Purchaser	Purchase Price	Deposit
(i)	2,3,22,23, 26, 27, 30, 31,34 and 35	619.68 sq. m. (.153 ac.)	Adisco Limited	$23,250.	$2,300.
(ii)	6	40.76 sq. m. (.01 ac.)	Dominic Carnicelli	$1,500.	$100.
(iii)	15 and 19	167.30 sq. m. (.041 ac.)	Dominic Carnicelli in trust	$6,300.	$600.
(iv)	16	196.20 sq. m. (.048 ac.)	839891 Ontario Inc.	$7,300.	$700.
(v)	17	104.05 sq. m. (.025 ac.)	Yiannoulla Mouskas	$3,900.	$300.
(vi)	18	111.48 sq. m. (.027 ac.)	Adisco Limited in trust	$4,200.	$400.

All of the above transactions are scheduled for closing thirty (30) days after the enactment of a by-law to sell the closed road allowance of Holland Avenue.

It is understood and agreed that the City will reserve an easement to enter upon Parts 2, 3, 22, 23, 26, 27, 30, 31 and 34 inclusive on Plan 62R-10568 to undertake (at any time within three (3) years of the scheduled completion date of the finished roads in plan of subdivision for Aquino Gardens Phase 1) modifications to the surface drainage of the said Parts 2, 3, 22, 23, 26, 27, 30, 31 and 34 inclusive as the case may be, in accordance with the Grading plan therefore, approved by the Regional Commissioner of Engineering. Said easement shall enure to the benefit of the Transferor, its successors and assigns and shall be binding upon the Transferee or its heirs, executors and administrators, successors and assigns (as the case may be).

The certified deposit cheques in the total amount of $4,400.00 are being held by the City Treasurer pending approval of these transactions.

b) That an Option to Purchase, executed by Tony Di Silvestro, President of Adisco Limited, on March 20, 1991 and scheduled for closing on or before June 17, 1991 for the purchase of part of Parcel B, Holland Survey, Registered Plan 909, shown as Parts 12, 13 and 14 on attached copy of Plan 62R-10568, containing 6.1 square metres (65.6 square feet) for the sum of $2.00, be approved and completed. Subject parcel is required for the extension of Butler Drive.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

On December 12, 1989, Council adopted Item 37 of the 20th Report of the Transportation and Environment Committee to authorize the stopping up and closing of the unopened road allowance known as Holland Avenue, more particularly described as Parts 2, 3, 6, 7, 8, 9, 10, 11, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34, 35 and 38 on MacKay, MacKay, and Peters Reference Plan No. S-7123 (now Plan No. 62R-10568), and to authorize the sale to the abutting owners of all said parts except Parts 7, 8, 9, 10 and 11 on Plan 62R-10568 which are to be retained for incorporation into the extension of Butler Drive.

On June 25, 1990, Holland Avenue was closed by Judge's Order registered on September 28, 1990 as Instrument No. 62794.

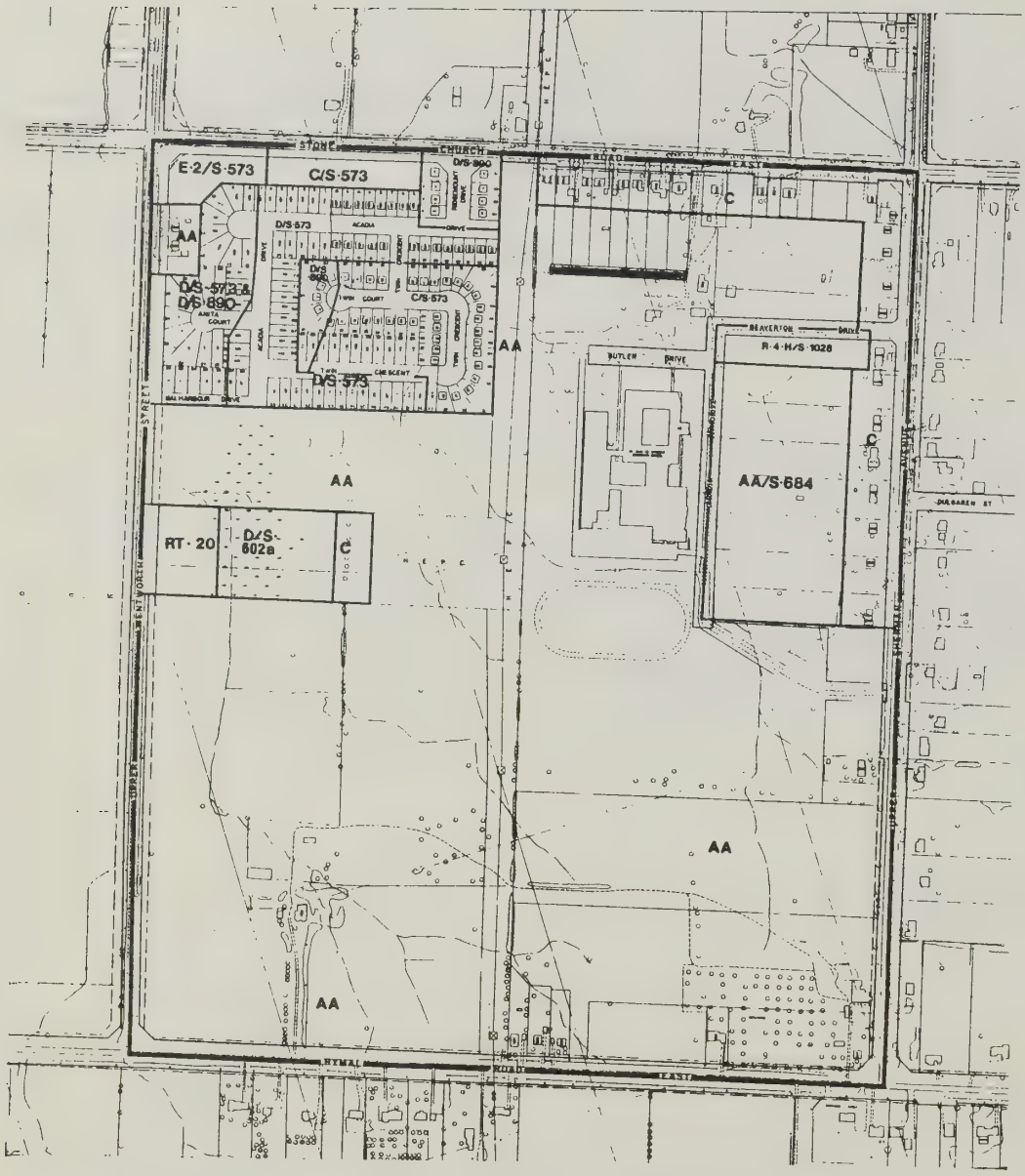
The Offers to Purchase referred to sub-section (a) above offer those portions of the closed Holland Avenue to the current abutting owners in accordance with the Council authorization of December 12, 1989.

Subsection (b) above refers to an Option for the City to purchase from Adisco Ltd. Parts 12, 13 and 14 on Plan 62R-10568, which parts are also required for the extension of Butler Drive.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
Attention: Ms. L. Lawrence
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. K. Lau
Attention: Mr. D. Christilaw

(4509 - 22.39.1)



This is not a
For Zoning Ma.
Contact City Bldg.

Neighbourhood Bd.
Zoning Boundary

Prepared for The City of Ham
by the Planning and Development Depa
of The Regional Municipality of Hamilton Wh.

7a

FOR ACTION

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 13, 1991
COMM FILE:
DEPT FILE: 800-91

SUBJECT:

Tree Removal on Balmoral Avenue in Preparation for the City of Hamilton's 1991 Reconstruction Programme

RECOMMENDATION:

That the City of Hamilton's Public Works Department be authorized to proceed with the removal of a 28 inch diameter Silver Maple tree located on the west side of Balmoral Avenue between King Street East and Main Street East.

Ted Gill

E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funds for the removal of the Silver Maple tree on Balmoral Avenue will be included in the road reconstruction contract. Removal of the tree will be undertaken by Forestry staff prior to the start of construction.

BACKGROUND

City Council, at its meeting of January 29, 1991, approved the widening from 7.3 metres to 8.5 metres of Balmoral Avenue between King Street East and Main Street East. All widening will occur on the west side of the roadway.

Cont'd .....

Tree Removal on Balmoral Avenue in Preparation for the
City of Hamilton's 1991 Reconstruction Programme

Cont'd .....

A large, mature silver maple tree is located on the west side and will be affected by the widening. An inspection by Forestry and Engineering staff determined that the tree is in poor condition with numerous cavities and an asphalted base. As the tree is in a weakened state and could become a potential safety hazard with the reconstruction, removal was recommended.

Upon completion of road reconstruction, a large caliper replacement tree will be planted by Forestry Staff.

LR:ja

cc: D. Onishi, Director of Engineering Services
cc: J. Pavelka, Director of Public Works
cc: J. Pook , City Horticulturist, Public Works

7b

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 20, 1991
DEPT FILE: 3-11.5
COMM FILE: T103-51
ID: 0043D

SUBJECT

Inadvertent Encroachment Agreements

RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners inter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendations".

Ted Gill

E.M. Gill, P. Eng.
Commissioner of Engineering

Cont'd...

Inadvertent Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachments in the past.

JKC/bm

cc: S. Gabruss, City Solicitor's Department

SCHEDULE "A"

City Council Date:_____

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
173 Balmoral Ave. N.	Wood Steps (3.0' x 1.35')	Scoccia & Castura Barristers, Solicitors, Notaries Public 263 John Street South Hamilton, Ontario L8N 2C9	$105.00/$20.00	T103-50(928)
272 Hunter St. W.	Portion of a Building (0.27' x 24.50')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(925)
274 Hunter St. W.	Portion of a Building (0.32' x 25.90')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(926)
270 Hunter St. W.	Portion of a Building (0.22' x 33.60')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(929)

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
1015 Barton St. E.	Doors Swinging out onto Road Allowance of Rosslyn Avenue North (2.5')	Ladislav Kratky Architects Inc. 11 Lavinia Ave., Suite 101 Toronto, Ontario M6S 3H6	$105.00/$20.00	T103-50(923)
9 Holton Ave.	Portion of a Building (0.65' x 55.4')	Henry P. Steponaitis Barrister & Solicitor 1613 Bloor Street West Toronto, Ontario M6P 1A6	$105.00/$20.00	T103-50(909)
448 Main St. W.	3 Canopies (3.0' x 5.3') (3.0' x 5.3') (4.0' x 7.4') A Bay Window (2.0' x 4.0') Paving Stones and Retaining Wall (8.5' x 18.5' x 0.5') onto the Road Allowance of New Street	Petrinz, Rubenstein & Waxman Barristers & Solicitors 242 James Street South Hamilton, Ontario L8P 3B3	$112.00/$48.00	T103-50(918)

7c

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM L.D. TURVEY, P.ENG
COMMISSIONER OF TRANSPORTATION
ENVIRONMENTAL SERVCES

DATE: 1991 MARCH 20
DEPT. FILE: S716-29
COMM FILE:

SUBJECT

1991 Servicing Expenditures Related to Subdivisions

RECOMMENDATION

(i) That the submitted schedules for the estimated costs of services in:

-Peace Manor, Hamilton
City Share-$24,946.99, Subdivider's Share-$119,857.98

be adopted for inclusion in the Subdivision Agreement with the owner

(ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City and the respective owner.

(iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision agreement have been registered.

(iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

(v) That the City's share of the cost of service for this development $24,946.99 be approved, and that the Finance and Administration Committee recommend the source of funding.

(vi) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the 0.305 metre reserve owned by the City of Hamilton adjacent to the north limit of Peace Manor, as shown as Block "F" on Registered Plan M-62, into the Glen Forest Drive road allowance after the plan of subdivision for "Peace Manor" has been registered.

Cont'd

1991 servicing Expenditures Related to Subdivisions

Cont'd

(vii) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the 0.305 metre reserve adjacent to the south limit of Peace Manor as Reserve "A" on Registered Plan Number 1421, into the Glen Forest road allowance after the plan of subdivision for "Peace Manor" has been registered.

Prepared by:
Phil Strong
Land Development Technologist

Approved for Submission by:
E.M. Gill, P.Eng.
Senior Director - Roads Department

FINANCIAL IMPLICATIONS

Under present policies, the City of Hamilton shares the costs of installing services within subdivisions. Cost sharing for the development being approved (as shown on Schedule "A" attached) is in accordance with Standard City of Hamilton policies. The total estimated cost of City's share of services to be approved at this time is $24,946.99.

Out of $24,946.99, $8,395.00 is non-recoverable due to the "oversizing" costs for additional asphalt required on Glen Forest Drive. The remaining portion $16,551.99 is an expenditure related to a 0.3 metre reserve along the east side of Glen Forest Drive at the north end of this subdivision. These costs will be recovered when adjacent lands develop in the future.

BACKGROUND

On March 12, 1990, the Commissioner of Planning and Development approved the Draft Plan of Subdivision for "Peace Manor". One of the draft plan conditions requires the owner to enter into a subdivision agreement with the City of Hamilton.

Copies of the Engineer's estimates for the costs of services and copies of the Final Survey Plan, as prepared by the Consulting Engineers and Surveyors, have been submitted to the Regional Engineering Department for approval.

For the Committee's information, we provide the following:

Cont'd

March 20, 1991

1991 Servicing Expenditures Related to Subdivisions

Cont'd

The Development of these lands will result in the creation of 16 Lots for single family residential purposes.

The lands of Peace Manor are located in the Red Hill Neighbourhood on the west side of Mount Albion Road.

PS

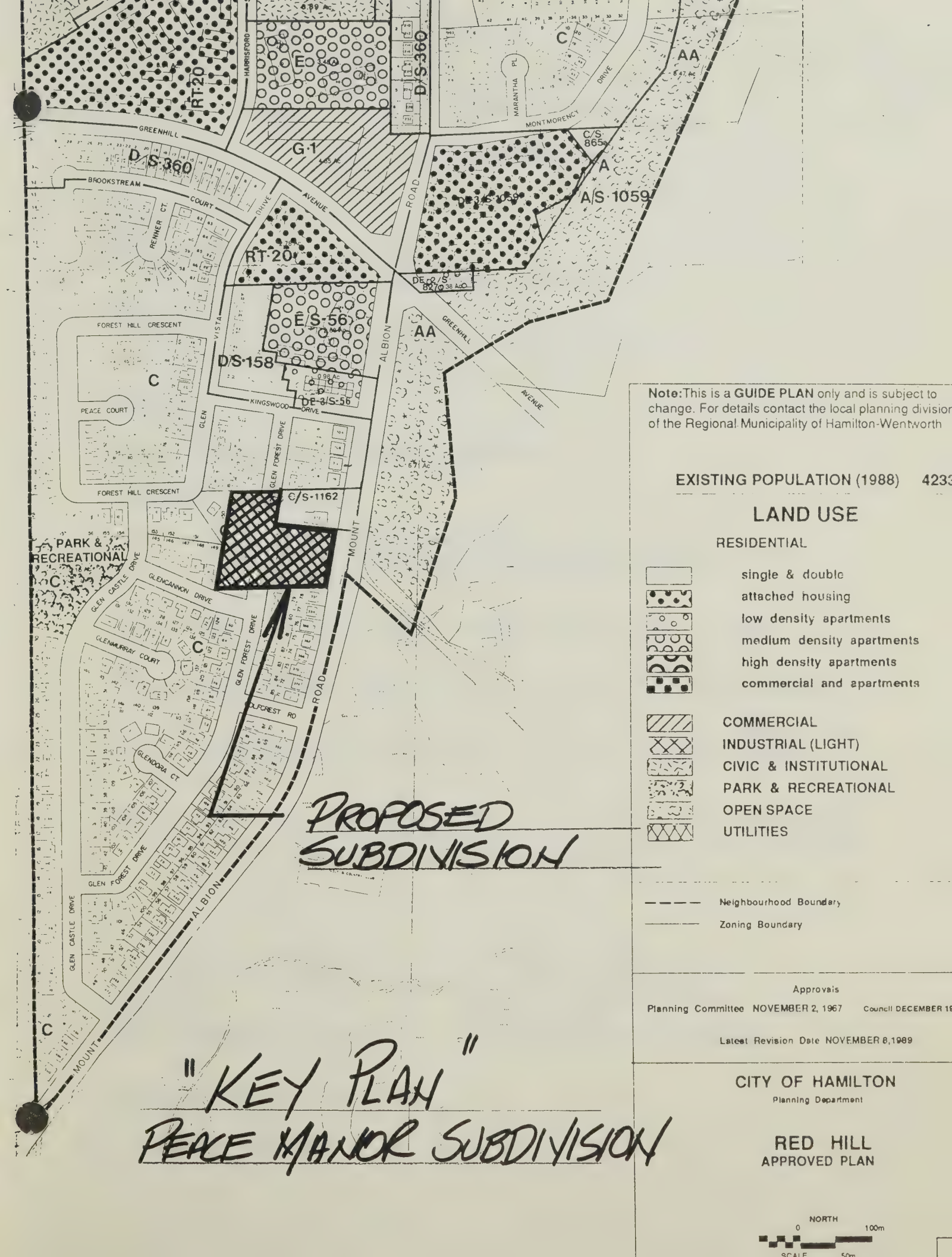
cc: J. Thompson, Secretary, Finance and Adminstration Committee
cc: E.C. Matthews, City Treasury Department
cc: P. Noe Johnson, City Law Department

Schedule "A"

1991 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- PEACE MANOR	15 Lots	Item 13(b)	Catch Basins & Connections	$1,276.22	$0.00			
- HENRY YOUNG CONTRUCTION LTD.	Hamilton	P&D 5-90 Feb 27/90	Curbs & Sidewalks	$4,058.37	$0.00			
- William L. Sears & Associates			Finished Roads	$10,371.40	$8,395.00			
- P. J. Sheehy, O.L.S. (Dept. File # S716-29)			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$846.00	$0.00	$24,946.99	$119,857.98	$144,804.97
TOTALS:				$16,551.99	$8,395.00	$24,946.99	$119,857.98	$144,804.97

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable


RT-20
HARRISFORD
E
D/S-360
C
MARANTHA PL
MONTMORENCY DRIVE
AA
GREENHILL
G-1
D/S-360
C/S-865
A
A/S-1059
BROOKSTREAM COURT
RENNER CT
DRIVE
AVENUE
ROAD
RT-20
DE-2/S-8270
E/S-56
AA
GREENHILL
AVENUE
FOREST HILL CRESCENT
VISTA
ALBION
D/S-158
C
PEACE COURT
KINGSWOOD DRIVE
DE-3/S-56
GLEN
GLEN FOREST DRIVE
FOREST HILL CRESCENT
C/S-1162
PARK & RECREATIONAL
C
GLEN CASTLE DRIVE
GLENCANNON DRIVE
GLENMURRAY COURT
C
GLEN FOREST DRIVE
MOUNT
ROAD
GLENDORA CT
GLEN FOREST DRIVE
GLEN CASTLE DRIVE
ALBION
MOUNT
C
PROPOSED SUBDIVISION
"KEY PLAN"
PEACE MANOR SUBDIVISION
Note: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth
EXISTING POPULATION (1988) 4233
LAND USE
RESIDENTIAL
single & double
attached housing
low density apartments
medium density apartments
high density apartments
commercial and apartments
COMMERCIAL
INDUSTRIAL (LIGHT)
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES
Neighbourhood Boundary
Zoning Boundary
Approvals
Planning Committee NOVEMBER 2, 1967
Council DECEMBER 18
Latest Revision Date NOVEMBER 8,1989
CITY OF HAMILTON
Planning Department
RED HILL
APPROVED PLAN
NORTH
0
100m
SCALE
50m

7d

CITY OF HAMILTON

- FOR ACTION -

DATE: 1991 April 12
S705-19

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

1991 Servicing Expenditures related to Subdivisions

RECOMMENDATION

i) That the submitted schedules for the estimated cost of services in:
ELIA HEIGHTS (PHASE 1) (formerly Eleanor Estates)
City's Share -NIL-, Subdivider's Share $43,195.00

be adopted for inclusion in the Subdivision Agreement with the owner.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision Agreement between the City and the respective owner.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision agreement have been registered.

iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

Prepared by:
Phil Strong
Land Development Technologist

Approved for Submission by:
E.M. Gill, P.Eng.
Senior Director Roads Department

FINANCIAL IMPLICATIONS:

No Financial Implications

re: 1991 Servicing Expenditures Related to Subdivisions

cont'd...

BACKGROUND:

On December 31, 1990 as authorized by By-Law No. R89-171, Mr. J.D. Thoms, Commissioner of Planning and Development, approved the draft plan of Nick Elia, owner of the develpment known as "Elia Heights" formerly called "Eleanor Estates". Phase one of this development will result in the creation of 10 single family lots. This development is located in the Eleanor Neighbourhood at the South West corner of Eleanor Avenue and Stone Church Road East. There is no City share for this development. (See Schedule "A" attached)

PS:alv

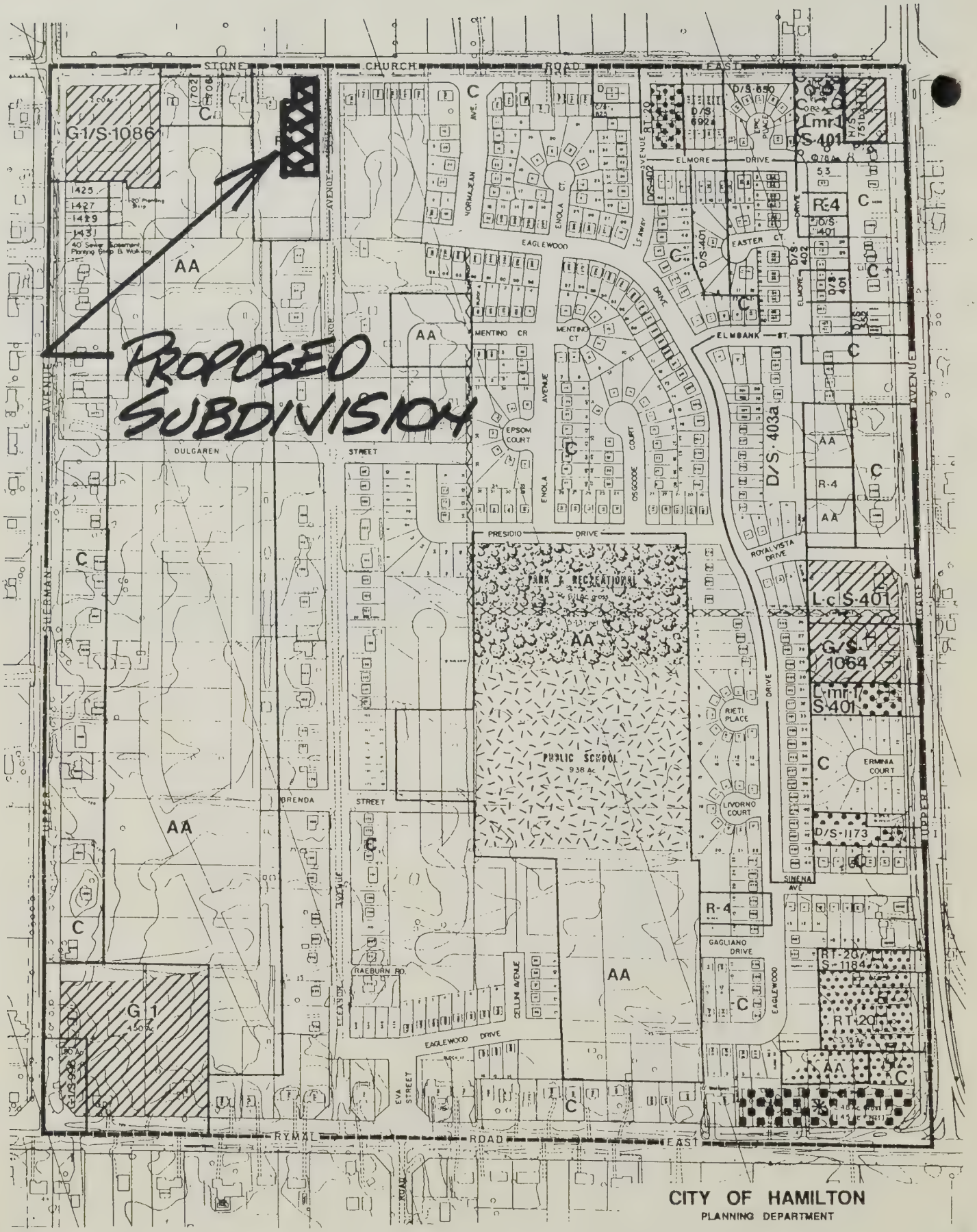
cc: J. Thompson, Secretary, Finance and Administration Committee
cc: E.C. Matthews, City Treasury Department
cc: P. Noe Johnson, City Law Department

SCHEDULE "A"

1991 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- ELIA HEIGHTS - PHASE 1	10 Lots	Item 12(b)	Catch Basins &					
- NICK ELIA	Hamilton	P&D 22-90	Connections	$0.00	$0.00			
- A. J. Clarke & Associates		90-12-11	Curbs & Sidewalks	$0.00	$0.00			
- A. J. Clarke & Associates			Finished Roads	$0.00	$0.00			
(Dept. File S705-19)			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$0.00	$0.00	$ 43,195.00	$ 43.195.00
TOTALS:				$0.00	$0.00	$0.00	$ 43.195.00	$ 43,195.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



"KEY PLAN" FOR "ELIA HEIGHTS" (5705-19)
(FORMERLY "ELEANOR ESTATES")

ELEANOR

APPROVED PLAN

NORTH

SCALE 0 50 m 100 m

7e

FOR ACTION

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

DATE: 1991, April 12
COMM. FILE:
DEPT. FILE: S726-118

SUBJECT:

1991 Servicing Expenditures Related to Land Severance Applications H-22/32-91.

RECOMMENDATION:

i) That the submitted schedules for the estimated costs of services in:
-ANNABELLE SUBDIVISION, Hamilton
City Share - $9,653.71, Owner's Share - $123,984.57

be adopted for inclusion in the Modified Subdivision Agreement with the Owner.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner.

iii) That approval of the above clauses be subject to the condition that no work be commenced until the Final Reference Plan and Modified Subdivision Agreement have been registered.

iv) That in the event the Owner wishes to proceed prior to registration of the Final Reference Plan, he should be permitted to do so at his own risk provided that he enter into a Standard Agreement for Pre-Servicing.

v) That the City's share of costs for services in this development ($9,653.71) be approved, and that the Finance and Administration Committee recommend the source of funding for this project.

Prepared by:
M.J. Inrig, C.E.T.
Land Development Technologist

Approved for Submission By:
E.M. Gill, P.Eng.
Senior Director - Roads Department

re: 1991 Servicing Expenditures Related to Land Severances.

cont'd...

FINANCIAL IMPLICATIONS:

Under present policies, the City of Hamilton shares costs of installing services within subdivisions and land severances. Cost sharing for the development being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies.

The total estimated cost of City's Share of services for this development to be approved is $9,653.71. The City's share of $9,653.71 is associated with 0.30m reserves along Annabelle Street and would be recoverable in the future when the abutting lands are developed. The total estimated Subdivider's share of costs for all services being installed within this development (as noted on Schedule "A") is $123,984.57.

BACKGROUND:

On 1991, April 2, the Land Division Committee approved Land Severance Applications H-22 to 32-91 under the condition that the applicant enter into a Modified Subdivision Agreement with the City.

Copies of the Engineer's estimates for the costs of services and copies of the Final Reference Plan, as prepared by the Consulting Engineer's and Surveyors have been submitted to the Region's Engineering Department for approval.

The lands of the Annabelle Street Subdivision are being developed as a result of a land severance. The development of these lands will result in the extension of Annabelle Street from Chester Avenue to approximately 170m southerly. As the newly created lots are unserviced, the applicant will be required to provide municipal servicing by entering into a Modified Subdivision Agreement with the City of Hamilton.

The Annabelle Street Extension will result in the creation of 22 single family residential lots. The City will be cost sharing for 2 future lots on Annabelle Street, and these costs will be recovered when the adjacent owner develops.

The lands of the Annabelle Street Extension are located in the Gourley Neighbourhood, north of Stone Church Road West and west of West Fifth Street.

MJI:alv

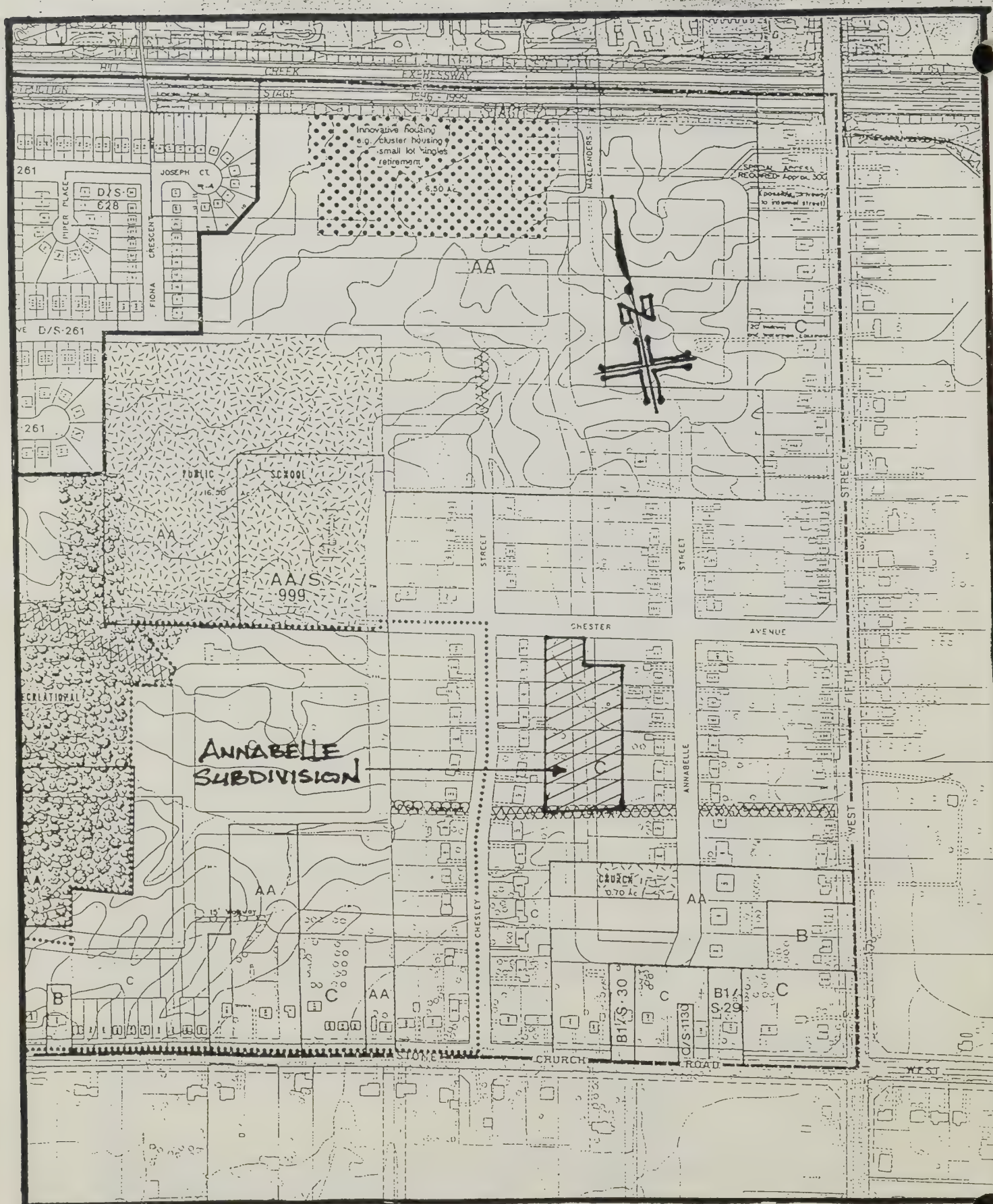
cc: J. Thompson, Secretary, Finance and Administration Committee
cc: E.C. Matthews, City Treasury Department
cc: P. Noé-Johnson, City Law Department

1991 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- ANNABELLE SUBDIVISION - 779531 ONTARIO LIMITED (Tony DiSilvestro) - Urbex Engineering Ltd. - Paul Sheehy, O. L. S. (Dept. File # S726-118)	22 Lots Hamilton	91-04-02	Catch Basins & Connections	$2,335.21	$0.00			
			Curbs & Sidewalks	$2,291.09	$0.00			
			Finished Roads	$4,581.04	$0.00			
			Dead End Barricade	$89.38	$0.00			
			Street Lighting	$357.00	$0.00	$9,653.72	$123,984.57	$133,638.29
TOTALS:				$9,653.72	$0.00	$9,653.72	$123,984.57	$133,638.29

Note: These lots are being created through Land Severance Applications.
The Subdivider is required to execute a modified subdivision agreement for the development of these lands.

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



KEY PLAN
N.T.S.

GOURLEY NEIGHBOURHOOD

7f

FOR ACTION

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: L.D. TURVEY. P.ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: March 20, 1991
COMM FILE: 3-11-7
DEPT FILE: T103-37

SUBJECT:

Banner Display Application
April 19, 1993 to April 25, 1993

RECOMMENDATION:

That the Parkinson Foundation - Hamilton Chapter be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday April 19, 1993 to Monday April 26, 1993 with the following messsage:

Parkinson's Disease Awareness Week - April 19-25/93
529-3139

Prepared By:
J.K. Clairmont
Transportation Technician

Approved for submission by:
E.M. Gill, P.Eng.
Senior Director - Roads Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the application is approved, an installation fee of $215.00 + 7% G.S.T. payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Parkinson Disease Foundation - Hamilton Chapter requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions, as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because the above mentioned organization has never erected a banner before, and Council direction is that new applications be reviewed by Council the first time through the process.

JKC:ja

cc: H. Reinhold, Department of Public Works

79

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM L.D. TURVEY. P.ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: March 26, 1991
DEPT FILE: 813-95
COMM FILE:

SUBJECT

Proposed Roadway Construction on MacLennan Avenue from Upper Wentworth Street to East 23rd Street.

RECOMMENDATION

a) That the Transport and Environment Committee recommend to City Council that the roadway construction of MacLennan Avenue between Upper Wentworth Street and East 23rd Street be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $136,425.00 as provided for in the 1991 portion of the 1991-1995 Capital Budget as City's share ($66,347.00) and Owner's share ($70,078.00);

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

c) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works; and,

d) That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

L. Ryan

Prepared By:
L. Ryan, C.E.T.
Transportation Technologist

Ted Gill

Approved for submission by:
E.M. Gill, P.Eng.
Senior Director - Road Department

Cont'd .....

Proposed Roadway Construction on MacLennan Avenue from
Upper Wentworth Street to East 23rd Street

Cont'd .....

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the 1991-1995 Capital Budget, approved by City Council on January 29, 1991.

The estimated cost per metre of frontage for a constructed, 8.5 metre asphalt roadway is $240.00. The abutting property owners will be charged this rate per metre or the actual cost, whichever is less.

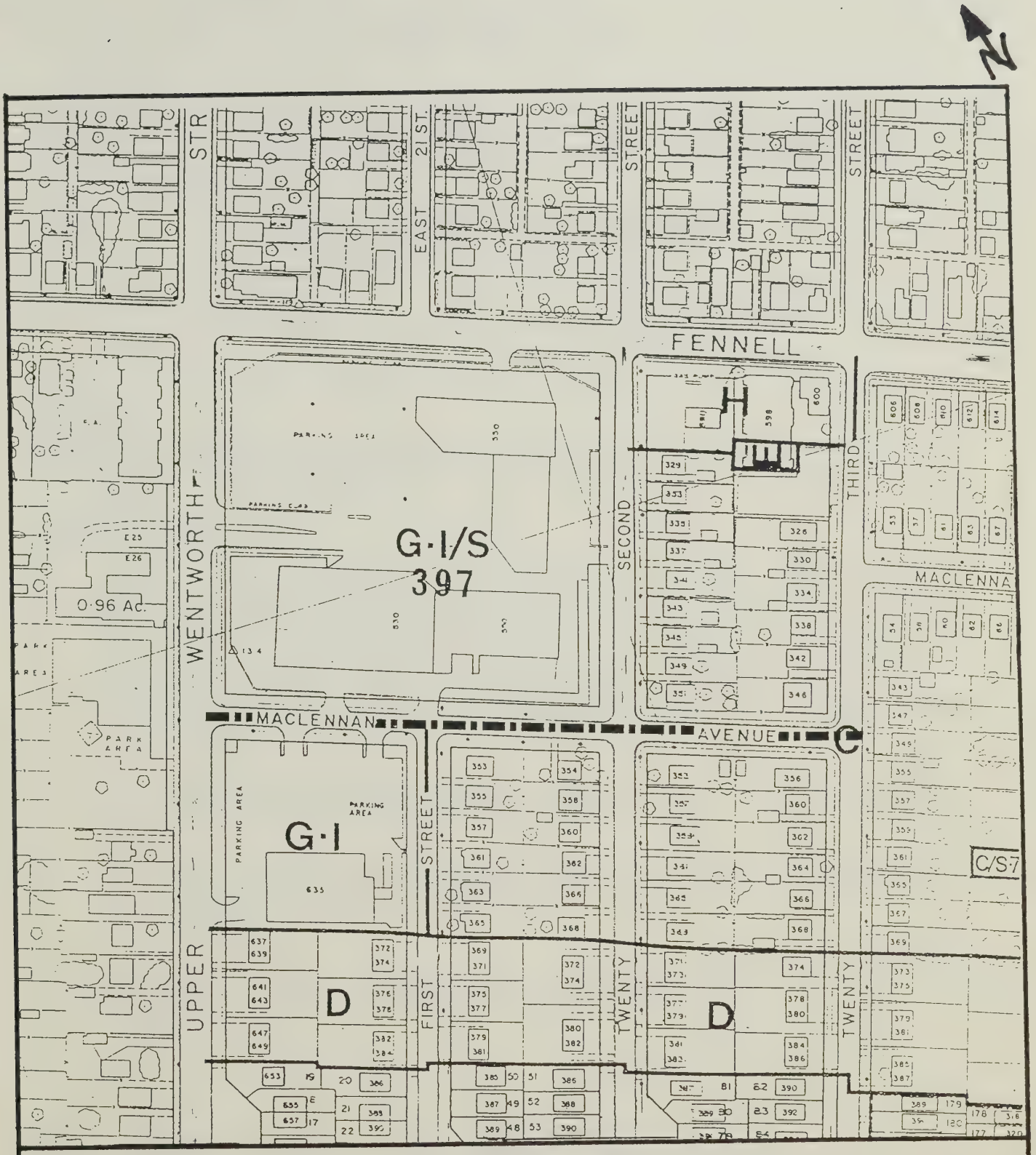
BACKGROUND

The section of roadway on MacLennan Avenue between Upper Wentworth Street and East 23rd Street has not been properly constructed. Surface treatments have been applied, however a proper base does not exist. The 1991 Road and Sidewalk Capital Reconstruction Programme includes funding for the reshaping of this 8.5 metre wide surface treated road and for sidewalk reconstruction. However, prior to the commencement of this work, the Region's Engineering Department wishes to initiate road construction as a Local Improvement rather than to expend funds on repairing a substandard road.

Sidewalks have been constructed on both sides of MacLennan Avenue, therefore, reconstruction will occur where required, as part of either the MacLennan Avenue local improvement or surface treatment project. Should this local not proceed due to Council resolution or petition by the residents, the roadway reshaping and sidewalk reconstruction will proceed as scheduled in the 1991 Capital Reconstruction Programme.

LR:ja

cc: E.C. Matthews, City Treasurer
cc: J. Thompson, Finance and Administration Committee
cc: V.J. Abrahm, Director of Local Planning
cc: K. Avery, Clerk, City of Hamilton
cc: D. Onishi, Director of Engineering Services
cc: P. Noe Johnson, City Solicitor
cc: J. Pavelka, Director of Public Works



MACLENNAN AVE. - Upper Wentworth to East 23rd

Road Construction as a Local Improvement

7h

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM L.D. TURVEY, P.ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: April 2, 1991
DEPT FILE: 819-115
COMM FILE:

SUBJECT

Proposed Construction of Independent Concrete Sidewalks on the Southwest Corner of Stone Church Road and Upper Wentworth Street

RECOMMENDATION

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk on the southwest corner of Stone Church Road and Upper Wentworth Street be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $20,990.00, as provided for in the 1991 portion of the 1991-1995 Capital Budget with a City share of $1,760.00 and a maximum Property Owner's share of $19,230.00;

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,

c) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

Note: The actual cost of the work, if less than $20,990.00, would be distributed between the property owners and the City at a ratio of 1923:176.

L. Ryan
Prepared by:
L. Ryan, C.E.T.
Transportation Technologist

Ted Gill
Approved for Submission by:
E.M. Gill, P.Eng.
Senior Director - Roads Department

Cont'd .....

Proposed Construction of Independent Concrete Sidewalks on the Southwest Corner of Stone Church Road and Upper Wentworth Street

Cont'd ....

FINANCIAL IMPLICATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1991-1995 Capital Budget.

The estimated cost per metre for an independent concrete sidewalk is $86.00. The property owners will be charged this rate or the actual cost, whichever is less.

BACKGROUND

The concerns of a resident in the vicinity of Stone Church Road and Upper Wentworth Street were received regarding the lack of a concrete sidewalk on the southwest corner of the said intersection (470 Stone Church Road East). Independent concrete sidewalks have been constructed at their ultimate location on the adjacent properties. Upon reaching the Municipal Non-Profit (Hamilton) Housing Corporation property at 470 Stone Church Road East, pedestrians must either travel in the grass and/or dirt, or on the roadway shoulder.

Correspondence has occurred between the Municipal Non-Profit (Hamilton) Housing Corporation and the Engineering Department regarding the City's proposal to construct independent concrete sidewalks, and the Housing Corporation's agreement to fund the owner's share of $19,230.00 or the actual cost, whichever is less.

As only one property owner is involved with this Local Improvement and funding for the property owners portion of the cost has been agreed upon in writing, the advertising of Council's intention to proceed with the work is not required.

LR:ja

cc: E.C. Matthews, City Treasury
cc: J. Thompson, Finance and Administration Committee
cc: V.J. Abraham, Director of Local Planning
cc: D. Onishi, Director of Engineering Services
cc: P. Noe Johnson, City Solicitor
cc: J. Pavelka, Director of Public Works

7i

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: L.D. TURVEY, P. ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: 1991 April 4
COMM FILE:
DEPT FILE: E308-02C

SUBJECT

PPM Canada Inc. - PCB Destruction for Hamilton Hydro-Electric System at 450 Nebo Road in Hamilton

RECOMMENDATION

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System at 450 Nebo Road in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

Prepared by:
E. Goodger, Supervisor
Solid Waste Operations

Approved for Submission by:
V. Terluk, Manager
Solid Waste Operations

FINANCIAL IMPLICATIONS

N/A

Cont'd...

PPM Canada Inc. - PCB Destruction for Hamilton
Hydro-Electric System at 450 Nebo Road in Hamilton

BACKGROUND

The West Central Office of the Ministry of the Environment (MOE) has received an application from PPM Canada Inc. for a Certificate of Approval to carry out PCB decontamination for Hamilton Hydro-Electric System in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Hamilton Hydro-Electric System has hired PPM Canada Inc. to carry out on-site PCB decontamination of mineral oil from 150 drums located at 450 Nebo Road in Hamilton. The facility is located in an Industrial zoned area and is well removed from residential areas.

The PCB destruction technology and procedures to be used by PPM Canada Inc. at the Hamilton Hydro-Electric System facility has been fully approved by the Ministry of the Environment (Approval No. 8-3090-87-908, Sept. 6, 1988).

The mode of operation proposed by PPM Canada Inc. consists circulating the oil from drums through their mobile dechlorination equipment. The cleansed oil is then taken to a MOE licenced waste oil recycler. All oil will be decontaminated to less than 2 parts per million (ppm). PPM Canada Inc. will also decontaminate the empty drums for the purpose of reclassification as non PCB equipment and reuse. In total, 27276 litres of mineral oil, ranging in PCB concentration of 300 to 1200 ppm, will be decontaminated. According to MOE regulations, material which contains greater that 50 ppm PCBs is classified as a PCB waste.

The byproduct of the PPM Canada Inc. process will consist of approximately 27276 litres of waste oil and 1/4 drum of contaminated solids. This material will be delivered to a MOE licensed facility, namely Safety Kleen in Breslau.

No specific permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Hamilton Hydro-Electric System property.

The PPM Canada Inc. proposal has scheduled the work to be carried out during a one week period from May 24, 1991 to May 31, 1991, however the work will not commence until MOE approval has been received.

EAG/bv

7j

FOR ACTION

REPORT TO: T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: L.D. TURVEY, P. ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: 1991 April 4
COMM FILE:
DEPT FILE: E308-02C

SUBJECT

Sanexen International - PCB Destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton

RECOMMENDATION

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Sanexen International carrying out the proposed PCB destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

E. Goodger

Prepared by:
E. Goodger, Supervisor
Solid Waste Operations

V. Terluk

Approved for Submission by:
V. Terluk, Manager
Solid Waste Operations

FINANCIAL IMPLICATIONS

N/A

Cont'd...

Sanexen International - PCB Destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton

BACKGROUND

The West Central Office of the Ministry of the Environment (MOE) has received an application from Sanexen International for a Certificate of approval to carry out PCB decontamination at the Asea Brown Boveri Inc. plant in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Asea Brown Boveri Inc. has hired Sanexen International to carry out on-site PCB decontamination of mineral oil from eleven transformers and one reclamation unit at two locations within the Asea Brown Boveri Inc. plant at 1600 Burlington St. E., Hamilton, Ontario. The plant is located in an Industrial zoned area and is well removed from residential areas.

The PCB destruction technology and procedures to be used by Sanexen International at the Asea Brown Boveri Inc. plant has been fully approved by the Ministry of the Environment (Approval No. A840571, Dec. 15, 1987)

The mode of operation proposed by Sanexen International consists of connecting their mobile dechlorination unit directly to each de-energized transformer. The oil from the transformer is then circulated through the destruction equipment and directly back into the transformer until the PCB concentration of the oil reaches a nondetectible level (less than two parts per million (ppm) of PCBs). In total, 41708 litres of mineral oil, ranging in PCB concentration of 34 to 2000 ppm, will be decontaminated. According to MOE regulations, material which contains greater that 50 ppm PCBs is classified as a PCB waste.

The byproduct of the Sanexen process will consist of approximately 2900 kg of Fuller's Earth, 1810 kg of spent reagents and small quantities of oil flushes, and 50 kg of used filters and safety equipment. This material will be delivered to a Ministry licensed facility, namely Environmental Management Corporation in London.

No specific permits are required for the work proposed by Sanexen as the work will be carried out entirely on Asea Brown Boveri Inc. property.

The Sanexen International proposal has scheduled the work to be carried out during a one and a half month period from April 22, 1991 to June 1, 1991, however the work will not commence until MOE approval has been received.

EAG/bv

7K

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 10
T108-1028(H)

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Proposed Railway Crossing Rehabilitation of Cannon Street at Glendale Avenue, Hamilton
C.P. Rail Mileage 0.90 Longbelt

RECOMMENDATION:

a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue a purchase order to Jaychris Indus-Rail Supply Incorporation for $17,000 to purchase the Hi-Rail rubber crossing materials for Cannon Street at Glendale Avenue, C.P. Rail crossing.

b) That the expenditures be financed from City Account No. 57409-52010 (Specific Maintenance).

C.W. Beitz

Prepared by:
C. W. Beitz
Transportation Technologist

Ted Gill

Approved for submission by:
E. M. Gill, P. Eng.
Senior Director - Roads

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in City Account No. 57409-52010 (Specific Maintenance).

Cont'd ....

Proposed Railway Crossing Rehabilitation
of Cannon Street at Glendale Avenue, Hamilton
C.P. Rail Mileage 0.90 Longbelt

Cont'd ....

BACKGROUND:

Both C.N. Rail and C.P. Rail, in conjunction with municipalities, have agreed to install a higher quality surface material at crossings to improve the longevity, maintenance and rideability of the crossing surface.

Since there are long term benefits with these crossing materials, we have requested C.P. Rail to contribute 50% of the cost of the materials to offset the initial capital cost of this system compared to asphalt or wood planks. The rehabilitation of the rail crossing on Cannon Street at Glendale Avenue is scheduled for the summer of 1991. This work will require a complete closure of the crossing for at least one day and possibly two days.

Notice of the proposed closure will be given to area residents/businesses affected by the closure. The Hi-Rail crossing has been installed successfully at Kenora Avenue, Greenhill Avenue, Grays Road and Woodward Avenue.

CWB:cad

cc: E. C. Matthews
City Treasurer

7l

FOR ACTION

REPORT TO: MS. T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: L.D. TURVEY. P.ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: March 27, 1991
COMM FILE: 3-11-7
DEPT FILE: T103-23

SUBJECT:

Temporary Street Closure
Upper Wentworth Street between Concession and Alpine

RECOMMENDATION:

That the action of the Commissioner of Engineering in authorizing:

The application of the Acme Excavating Company to temporarily close Upper Wentworth Street between Concession and Alpine on Thursday March 28, 1991, from 7:00 a.m. to 3:00 p.m. and Monday April 1, 1991 from 7:00 a.m. to approximately 6:30 p.m. to install sanitary and storm sewers, subject to the following conditions:

i) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate, on the affected roadways at the expense of the applicant;

ii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

iii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

iv) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this closure;

Cont'd .....

Plan 62R-11664

BACKGROUND

On 1991, May 25, City Council approved a subdivision application by Carriage Gate Homes Ltd. to establish a plan of subdivision in the Ryckman's Neighbourhood. The proposed 45 lot subdivision which is located east of Upper James Street and south of Stone Church Road is a land locked piece of property.

Draft plan approval for Coventry Gardens was subject to a road connection (to be known as Dicenzo Drive) from the north limit of the subdivision to Stone Church Road. At present time, the Region owns a portion of land which is to go into the proposed Dicenzo Drive road allowance (Part 12 and 13 of Plan 62R-11664). These lands (Parts 12 and 13) incumber on an existing storm and sanitary sewer line known as Red Hill Creek Trunk Sewer System.

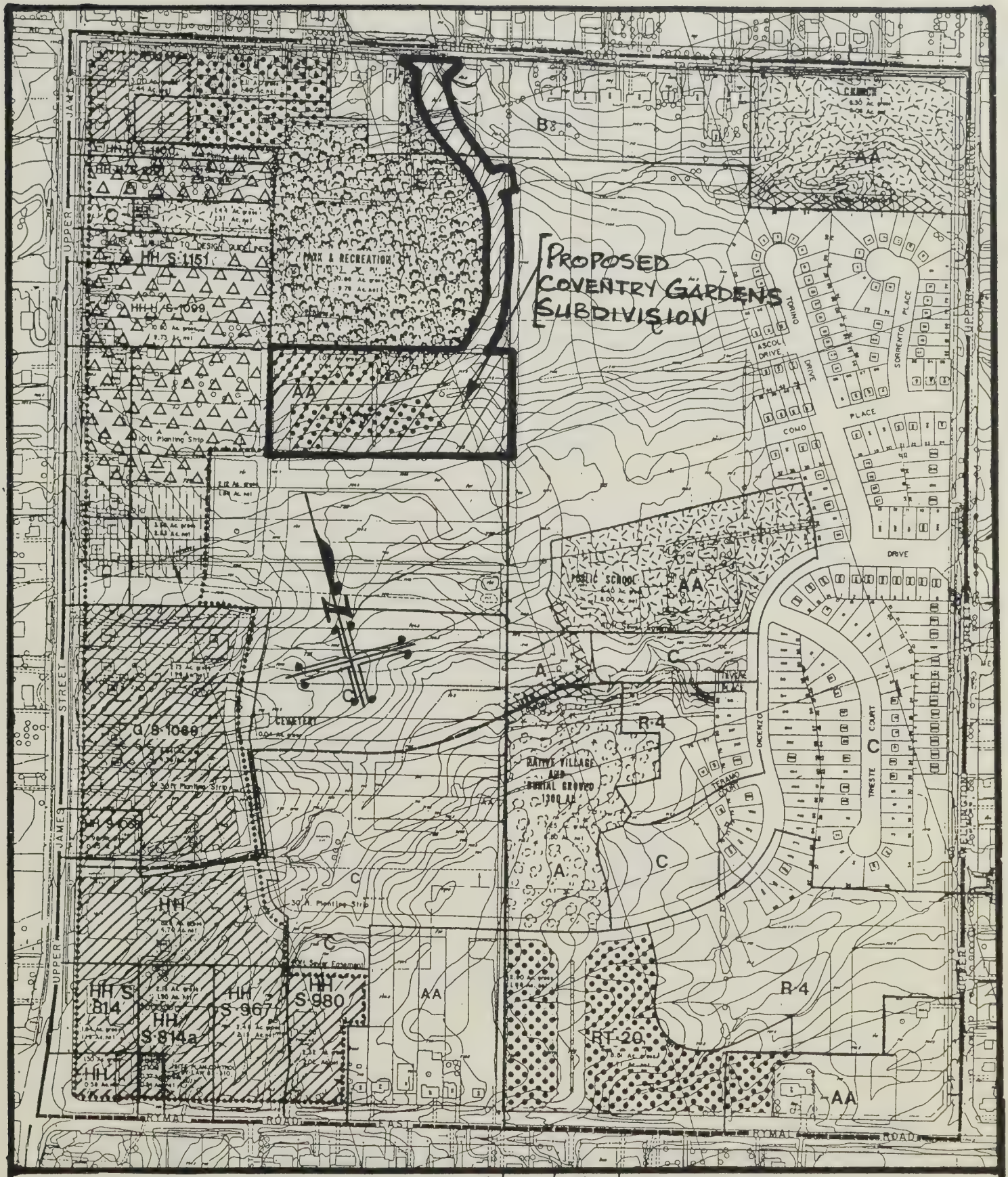
Before the above condition of draft plan approval for Coventry Gardens can be satisfied, the City of Hamilton will be required to accept Parts 12 and 13 from the Region for roadway purposes. In exchange for Parts 12 and 13, which have an area of 0.016 ha, the City will be required to convey part of Part 1, which has an area of 0.013 ha, to the Region for road widening purposes on Stone Church Road. As the lands to be exchanged are approximately equal in value and area no financial compensation to the Region was recommended to Regional Council.

Regional Council is expected to approve the conveyance of Parts 12 and 13 of Plan 62R-11664 to the City of Hamilton at their meeting on 1991, April 16. The conveyance of part of Part 1 to the Region will be included in the By-Law to establish and open Dicenzo Drive as a public roadway. The establishment of Dicenzo Drive from the north limit of Coventry Gardens to Stone Church Road and the proposed Coventry Gardens plan of subdivision conforms with the Approved Ryckman's Neighbourhood Plan.

Approval for the construction of municipal services on Dicenzo Drive from the north limit of Coventry Gardens to the existing trunk sewers to the north was granted by City Council on 1991, August 28. Municipal services along Dicenzo Drive will be constructed as part of the services for Coventry Gardens Subdivision.

MJI/bm
Attach.

cc: P. Noe-Johnson, City Law Department



CITY OF HAMILTON

KEY PLAN

RYCKMANS

APPROVED PLAN

7n

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 16
T124-15

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey. P. Eng.
Commissioner of Transportation/Environmental Services

SUBJECT: GO Transit Service Expansion
Environmental Assessment Act Review

RECOMMENDATION:

a) That the City of Hamilton advise the Ministry of the Environment that it concurs with the Environmental Assessment prepared for the Go Transit Service Expansion Program;

b) That Go Transit be requested to continue to work with the City of Hamilton in the design of the TH&B Station and the pedestrian links in the area;

c) That Go Transit be encouraged to increase the frequency of service to the TH&B station as quickly as feasible.

Prepared by:
G. S. Aston, P. Eng.
Acting Director of Engineering Planning

Approved for submission by:
E. M. Gill, P. Eng.
Senior Director Roads

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Environmental Assessment Report for the expansion of the Go Transit service was jointly submitted to the Minister of the Environment by Go Transit and the Ministry of Transportation on December 6, 1989. The government review of the document was now released on March 20, 1991 and has been analyzed by this Department, the Planning and Development Department, the Traffic Department, and the H.S.R.

Cont'd .....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The purpose of the undertaking as described by Go Transit is:

"The purpose of the undertaking is to provide the necessary facilities that will allow the improvement of GO Train Service in the Study Area. The purpose of the improvement in service include:

- *providing a balanced transportation network and an alternative commuting mode to the automobile;*
- *removing or reducing problems with the existing GO Transit service to Hamilton; and*
- *supporting the economic growth aspirations of the Region of Hamilton-Wentworth through improving transportation links between Hamilton and Toronto."*

The Environmental Assessment study concluded that this undertaking could best be accomplished by:

"the provision, operation, and maintenance of the infrastructure required to shift GO Train Service in Hamilton from the CN corridor to the CP corridor (with passenger service terminating at the CP/TH&B Station) and the incremental increase in GO Train service up to the level of service that can be accommodated by the existing single track through the Hunter Street Tunnel. More specifically, the infrastructure which will be required to implement the undertaking is outlined in section 6.1 of the EA and can be summarized as follows:

* *a single additional track from the vicinity of Cumberland Avenue in Burlington to Hamilton Junction on CN Rail's Oakville Subdivision in Burlington, and in the CP Rail corridor for Hamilton Junction to the west portal of the Hunter Street Tunnel in Hamilton;*

* *two stations - one near Waterdown Road in Burlington with a large parking area and access from Highway 403, and a terminal in Hamilton that will incorporate the functions of the Hamilton Bus terminal at the CP/TH&B Station;*

* *modification of the Victoria Avenue Yard in Hamilton to allow GO Train storage."*

The timing of the increases in level of service is shown on the attached Table 1. It should be noted that no specific recommendations regarding staging are made in the EA. Under the 1988 CP freight schedule the existing tunnel could accommodate a maximum level of GO Train service in the order of 20 trains per day. The reconstruction of the tunnel is therefore not included as part of the preferred alternative; if and when the tunnel is reconstructed, it would be the subject of a separate environmental assessment.

Cont'd.....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The Government review concluded that there were no outstanding concerns which require the proponent to undertake further action. None of the Government reviewers indicated dissatisfaction with the document, the undertaking, or the proponent's planning process.

The Environmental Assessment Branch, however, while not questioning the preferred alternative on any technical ground, had concerns that, *"the planning and documentation for this project, as contained in the EA, has significant shortcomings with respect to an environmental assessment method of analysis"*.

The aforementioned departments after reviewing all the documentation, are satisfied that the analysis done by the proponent was satisfactory to determine the necessary facilities that will allow the improvement of Go Train Service in the Study Area.

Various departments are working in close cooperation with GO Transit and their consultants in the design of the TH&B station and pedestrian links surrounding the site and this should continue.

An increase in the level of train service to Hamilton will be of substantial benefit to the City and should be encouraged at the earliest possible time.

GSA:ja
Attach.

TABLE 1: SUMMARY OF INFRASTRUCTURE REQUIREMENTS RELATIVE TO GO TRAIN LEVEL OF SERVICE

LEVEL OF SERVICE IMPROVEMENT	ADDITIONAL INFRASTRUCTURE REQUIRED
1. Existing (3 GO Trains each way daily on CN route)	• none
2. Switch existing GO Trains to CP route in Hamilton	• upgrade/replace CP track, ties and ballast between Hamilton Junction and CP/TH&B Station • install new signal system on CP line between Hamilton Junction and CP/TH&B Station • refurbish CP/TH&B Station for passenger use (minimum) • construct Waterdown Road Station, including platforms, track work, interchange modifications, and first stage of parking lot (see Note on Page 184)
3. Integrate Bus and Train Service in Hamilton	• level of service 2 plus ... • construct bus terminal at CP/TH&B Station site
4. Increase number of GO Trains	• **infrastructure requirements depend on exact schedule used and on background freight traffic at the time of increase in service** • exact schedules cannot be determined or committed to at this time • infrastructure elements are "triggered" by different types of GO service changes
a) first additional GO train beyond existing service	• level of service 2 plus ... • add new CN mainline track, signals and grading between Cumberland Avenue and the Hamilton Junction area • widen rail structures at Plains Road, Hidden Valley and Valley Inn Road.
4. b) limited two way peak period service (i.e. 3 trains EB, 3 trains WB each peak) (total GO trains in the order of 15 per day)	• level of service 4a plus ... • retire CN Hagersville Subdivision in vicinity of Victoria Avenue and realign CP tracks between Victoria Avenue Yard and CP/TH&B Station (Assuming relocation of CN/CP interchange by others) • reconstruct CP Victoria Avenue Yard to provide GO Train storage
4. c) limited two way peak plus off peak (midday/evening) GO trains with no schedule conflict in study area (total GO trains in the order of 20 per day)	• level of service 4b plus ... • construct an additional CP mainline track between Hamilton Junction and Ray Street/Hunter Street Tunnel west portal • expand/reconstruct structures at Desjardins Canal, Church Access and King Street (the Main Street, Locke Street, Pearl Street, and/or Ray Street structures may also need reconstruction if reinstatement of substandard clearances is not approved).
5. Service amenities (recommended improvements not related to specific levels of train service)	• expand Waterdown Road Station parking lot as required by demand • additional parking, joint-venture, or air rights type of development may be pursued by others at the CP/TH&B • rehabilitate CP/TH&B station building for office use.
THE FOLLOWING LEVEL OF SERVICE IMPROVEMENT IS NOT PART OF THE RECOMMENDATIONS OF THIS ENVIRONMENTAL ASSESSMENT STUDY. LISTING PROVIDED FOR INFORMATION ONLY	
6. Full (20 minute) two way peak period service and/or hourly off-peak service and/or service with schedule conflicts in study area	• level of service 4c plus ... • reconstruct Hunter Street Tunnel for two tracks • add a third CP track between Main Street Junction and the west tunnel portal • add a fourth CN main line track between Burlington and the Hamilton Junction area.

70.

FOR ACTION

REPORT TO T. AGNELLO, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM L.D. TURVEY, P. ENG.
COMMISSIONER OF TRANSPORTATION/
ENVIRONMENTAL SERVICES

DATE: April 16, 1991
DEPT FILE: S726-15
COMM FILE:

SUBJECT:

Proposed installation of ditch inlet and 250 mm diameter storm drain at the north end of West Park Avenue running north-west between municipal no's. 41 and 45 West Park Avenue.

RECOMMENDATION:

a) That the Senior Director, Roads Department be authorized to design and construct a 250 mm diameter storm drain and ditch inlet at the north end of West Park Avenue between municipal no's. 41 and 45 West Park Avenue at an estimated cost of $6600.

b) That the above works be constructed subject to cost sharing by the Hamilton Region Conservation Authority, and the two adjacent home owners at an amount of 15% each, for a total of 45% of the estimated value of the project.

c) That the estimated City of Hamilton share of $3600 be charged to the Current Budget Account CH-55318-52025 (Catch basin Construction).

Prepared by:
D.Y. Onishi, P. Eng.
Director, Engineering Services

Ted Gill

Approved for submission by:
E.M. Gill, P. Eng.
Senior Director - Roads Department

FINANCIAL IMPLICATIONS:

Included in the City of Hamilton Current Budget is an appropriation of $21,000 to construct catch basins (CH-55318-52025) at various locations where there are existing road related drainage problems in established areas.

Cont'd...

FINANCIAL IMPLICATIONS: (cont'd)

The City of Hamilton share associated with this project is estimated to be $3600 and is proposed to be charged to the above current budget item.

BACKGROUND:

There currently exists a road related drainage swale at the north end of West Park Avenue. Drainage from the pavement currently flows between two homes at the north end of West Park Avenue (municipal no's. 41 and 45) in a swale through an easement which was granted to the City of Hamilton by the previous owner and developer.

This drainage swale has been dealt with by the Transport and Environment Committee in the past as it related to a request by the developer Mr. James Sardo to have the City install a catch basin and associated storm drain.

The Committee received advise from the City Solicitor which confirmed that the City of Hamilton was not legally obliged to alter the drainage and denied the request. The Hamilton Region Conservation Authority was requested to review the conditions associated with the fill permit for this location and to take whatever steps were available to resolve the issue. The Conservation Authority subsequently notified the Regional Engineering Department that they would not be able to resolve this issue through their fill permit.

The developer and builder have no further obligations, as the abutting properties are now owned by private individuals. The swale, its proximity to the driveways, and erosion problems on the slope behind the homes continue to be concerns of the Conservation Authority and the abutting owners.

In order to resolve this issue, the Hamilton Region Conservation Authority and the Department of Engineering propose a joint project. The current proposal involves the installation of a ditch inlet and associated storm drain at an estimated cost of $6600, with the City of Hamilton share representing the approximate cost of a ditch inlet installation which would drain the pavement at the north end of West Park Avenue.

Cont'd...

April 16, 1991
Ditch Inlet and Storm Drain - West Park Avenue

BACKGROUND: (cont'd)

The proposed cost sharing between the City of Hamilton, the two adjacent homeowners , and the Hamilton Region Conservation Authority is as follows:

i) City of Hamilton 55% -approximately $3600
ii) Hamilton Region Conservation Authority 15% -approximately $1000
iii) adjacent homeowners 30% -approximately $2000

Staff recommend that the project proceed in order to resolve this long-standing issue.

cc: L. Farr, City Legal Department

8 a.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers. (TEC-52-91)

RECOMMENDATION:

a) That, in accordance with Section 70 of the Police Act, the following persons be appointed as Parking Control Officers:

Mr. Stephen D. McFarland
Mr. Craig J. Saunders

b) That the previous list of personnel appointed as Parking Control Officers be revised by deleting the following name:

Mr. Garry S. Flynn

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Department it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 70 of the Police Act.

8b.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Processing of City of Hamilton Traffic By-law Amendments. (TEC-68-91)

RECOMMENDATION:

That the Province of Ontario be requested to amend the Regional Municipality of Hamilton-Wentworth Act. R.S.O. 1980, Chapter 437, to allow the Councils of the Area Municipalities to pass Traffic By-law amendments for roadways under the jurisdiction and control of the Area Municipality, with subsequent approval by the Regional Council, but to exempt by-laws regulating parking, stopping and stop sign control of intersections from Regional approval.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the 1991 March 04 meeting, Alderman Dominic Agostino expressed concern regarding delays in erecting stop signs in the City of Hamilton because the Regional Council is also required to approve various City by-law amendments. The Committee "directed that City staff meet with Regional staff in order to determine traffic items to be exempted from Regional approval and as a result amendments that are to be requested to Bill 155, an Act to Establish the Regional Municipality of Hamilton-Wentworth".

All Area Municipality Traffic by-law amendments, except those respecting parking regulations, also require the approval of the Regional Council. The Region is required to approve these by-law amendments for the Area Municipalities within the Region to ensure the legality of the proposed by-laws and to prevent any potential negative impacts on the Regional or Provincial road system.

Thus, following enactment of the By-laws by the Area Municipal Councils, by-law amendments containing provisions for such things as stopping prohibitions, stop signs, overhead lane control, etc., are then forwarded to the Engineering Services Committee and subsequently to the Regional Council for approval. A new procedure has been developed to eliminate any unnecessary delays in the processing of these approvals for traffic by-law amendments within the City of Hamilton, but up to a month of lost time can still occur between the passing of the By-laws by the Council and the approval by the Regional Council.

The legislation requiring approval of the Area Municipality By-laws by the Regional Council is the Regional Municipality of Hamilton-Wentworth Act, R.S.O. 1980, Chapter 437, a copy of which is attached to this report. It is recommended that the Province be requested to amend this section of the Act, in order to eliminate Regional approvals for all curb side regulations such as "No Stopping" corner clearances, taxi stands, commercial vehicle loading zones, school bus loading zones, etc., as well as for stop signs on local street intersections. The Regional Council would still be required to approve other local by-law amendments respecting such items as overhead lane control, lower speed limits, snow routes, designated traffic lanes, etc.

An amendment to the Regional Municipality of Hamilton-Wentworth Act to eliminate Regional approvals for all curb side regulations and stop signs would save considerable time in the implementation of these regulations on local roads, and would provide a better level of service to the public and to Council members who frequently request or initiate such regulations.

The Engineering Services Committee of the Regional Council has also requested a report respecting this matter, and this recommendation will also be forwarded to that Committee.

The recommendation of this report has been agreed to by staff of the Regional Engineering Department.

By-laws of area municipalities regulating traffic

38.—(1) No by-law passed by an area municipality for the regulation of traffic on a highway under the jurisdiction and control of the area municipality, except a by-law for the regulation of parking, shall come into force until it has been approved by the Regional Council. 1973, c. 74, s. 41 (1); 1976, c. 43, s. 87 (1).

Regional Council may approve by-law in whole or in part

(2) A by-law submitted for approval of the Regional Council in compliance with subsection (1) may be approved in whole or in part; and where part of a by-law is approved only, that part only shall become operative.

Withdrawal of approval

(3) The Regional Council may withdraw its approval to any by-law or any part thereof by notice sent by registered mail to the clerk of the area municipality and such by-law or part thereof shall be deemed to be repealed twenty-one days after the sending of the notice. 1976, c. 43, s. 87 (2).

Signal-light devices

(4) All signal-light traffic control devices heretofore or hereafter erected on a highway under the jurisdiction and control of an area municipality shall be operated, or erected and operated, in the manner prescribed by by-law of the Regional Council, and the Regional Council may delegate any of its powers in respect of the operation of such devices to an officer of the Regional Corporation designated in the by-law.

Contribution toward cost of signal-lights

(5) The Regional Corporation may contribute toward the cost of the erection of signal-light traffic control devices erected by an area municipality. 1973, c. 74, s. 41 (2, 3).

Traffic control within thirty metres of regional roads

R.S.O. 1980, c. 198

(6) Subject to the *Highway Traffic Act*, the Regional Council may pass by-laws to regulate traffic on any highway under the jurisdiction and control of an area municipality for a distance of thirty metres on either side of the limit of a regional road, and, where there is any conflict between such a by-law and a by-law of an area municipality, the by-law passed under this subsection prevails to the extent of such conflict. 1973, c. 74, s. 41 (4); 1978, c. 87, s. 50 (2).

Agreements for pedestrian walks

39. The Regional Council may by by-law authorize agreements between the Regional Corporation and the owners or lessees of land abutting on a highway for the construction, maintenance and use of walks for pedestrians over, across or under the highway upon such terms and conditions as may be agreed and for contributing to the whole or any part of the cost thereof, and for leasing or licensing the use of untravelled portions of such walks and adjoining lands to persons for such

8c

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 218 Locke Street South - application for a commercial boulevard parking agreement. (TEC-54-91)

RECOMMENDATION:

That the application by Mr. Frank J. Galvin to lease a portion of the City boulevard of Chatham Street adjacent to the commercial property at No. 218 Locke Street South be approved, provided that the applicant agrees to a parking layout which would require that vehicles be parked parallel to the City sidewalk.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

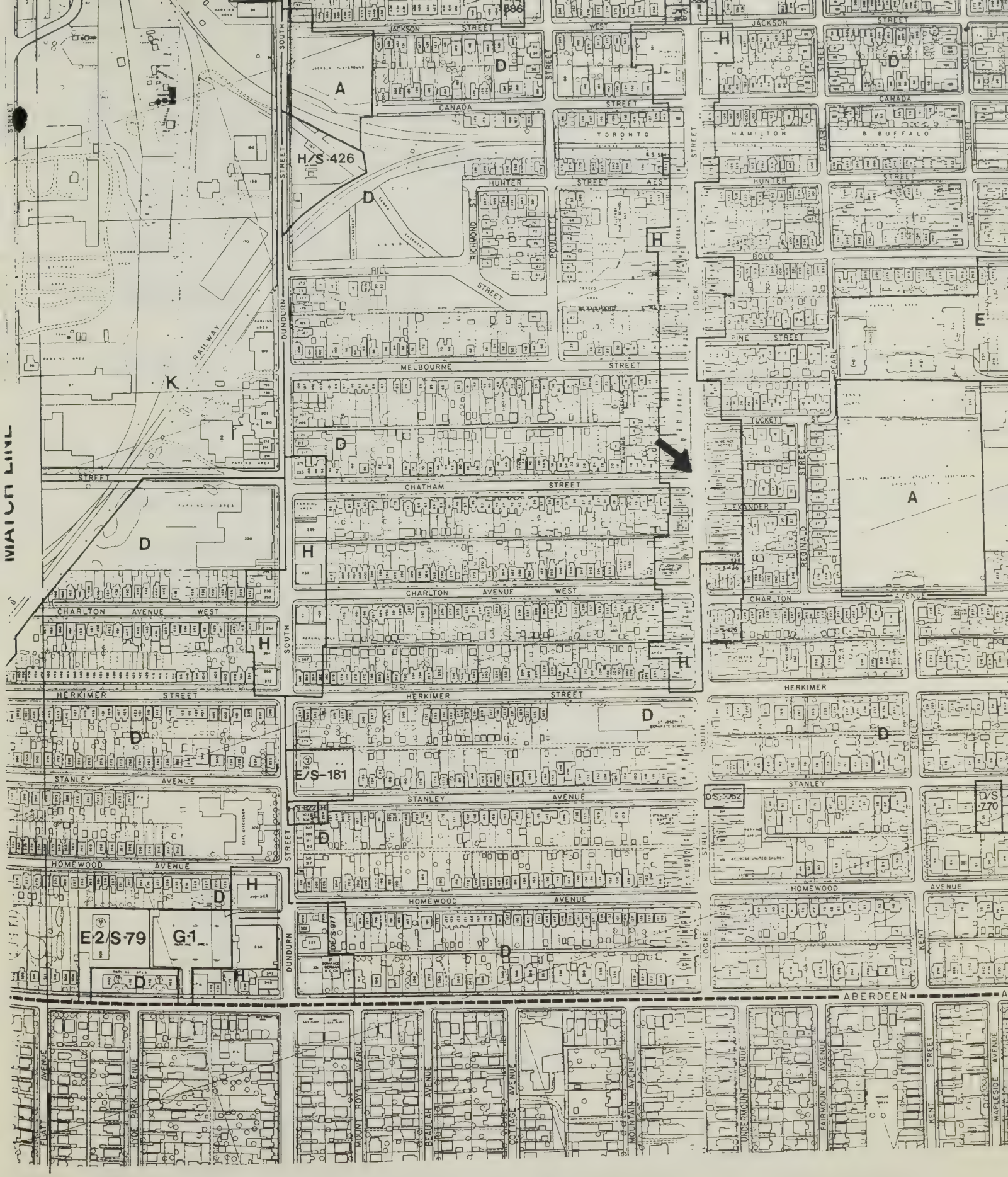
BACKGROUND:

Mr. Frank J. Galvin has applied for permission to lease a portion of the boulevard of Chatham Street adjacent to the commercial property at no. 218 Locke Street South for parking purposes.

Mr. Galvin has requested that vehicles be permitted to park at a 90 degree angle to the sidewalk. However, the area between the sidewalk and the building is only 5.2 metres, such that anything other then an exceptionally small vehicle would overhang the City sidewalk, and create a safety hazard for pedestrians. The residential boulevard parking policy is to allow sub-standard spaces when the resident's vehicle will fit into the space with a .3 metre clearance to prevent obstruction of the sidewalk. For residential spaces this practice is appropriate since the resident's vehicle is generally the only vehicle which will be parked in the space. However, in the case of commercial parking, different vehicles

would continually be parked in this area and many would undoubtedly overhang the City sidewalk. Records indicate that, for 1990, there are 22 models of cars which are between 4.9 metres and 5.2 metres in length such that there would be little or no clearance between the vehicle and the sidewalk, and at least 6 models of cars are longer than 5.2 metres such that they would overhang the sidewalk and create a hazard for pedestrians. Therefore, the Traffic Department does not support the application, unless Mr. Galvin agree's to a parking layout which would require parking parallel to the City sidewalk.

Alderman Terry Cooke has requested that this matter be placed on an agenda of the Transport and Environment Committee.


JACKSON STREET WEST
JACKSON STREET
CANADA STREET
TORONTO STREET
HAMILTON
BUFFALO
HUNTER STREET
HILL STREET
BOLD
PINE STREET
MELBOURNE STREET
TUCKETT
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN
SOUTH STREET
DUNDURN
RICHMOND ST
POULETTE
LOCKE
PEARL
REDNALD
KENT
RAILWAY
H/S-426
E/S-181
E2/S-79
G-1
D/S-770
HYDE PARK AVENUE
MOUNT ROYAL AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
UNDERMOUNT AVENUE
FAIRMOUNT AVENUE
MAPLESIDE AVENUE

8d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 12

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Crossing Guard locations as affected by the 1991 Budget Packages (TEC-55-91)

RECOMMENDATIONS:

a) That School Crossing Guards be removed from the following locations:

Mohawk Road and Moxley Drive
Weir Street and Vansitmart Avenue
Barton Street and Ruth Street
Inverness Avenue and Elcho Street
Britannia Avenue and McLaren Avenue
Emerson Street and Sussex Street
Guildwood Drive and Upper Horning Road
Emerald Street and Stinson Street

and;

b) That a School Crossing Guard be assigned to the intersections of Barton Street and Ruth Street and Mohawk Road and Moxley Drive in September 1991, for an appropriate phase out period, to direct children to cross at the nearby traffic signals and;

c) That the existing crosswalks and "No Stopping" clearances remain in place at Weir Street and Vansitmart Avenue, Inverness Avenue and Elcho Street, Britannia Avenue and McLaren Avenue, Emerson Street and Sussex Street, Guildwood Drive and Upper Horning Road, and Emerald Street and Stinson Street and;

d) That City By-law 89-72 be amended accordingly and;

e) That the use of guards during the lunch time crossing periods be discontinued at the following School Crossing Guard locations:

Greenhill Avenue and Country Club Drive
Main Street East and Walter Avenue
West 5th Street and Tyrone Drive
Limeridge Road and Brewster Street
Dundurn Street and Hunt Street

and;

f) That the Summer Crossing Guard Program be discontinued.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As presented at the City Council budget meeting on 1991 March 21, the annualized reductions in the 1991 Traffic Department budget base are $58,574.00 for the full or partial removal of thirteen School Crossing Guard locations and $26,500.00 for the discontinuation of the Summer Crossing Guard Program.

BACKGROUND:

At the budget meeting of 1991 March 21, City Council approved reductions in service in the School Crossing Guard Program. Included was the removal of eight school crossing locations, the elimination of lunch time crossing periods at a further five locations, and the discontinuation of the Summer Crossing Guard Program.

1. Eight locations where School Crossing Guard services are to be removed

Weir Street and Vansitmart Avenue, Inverness Avenue and Elcho Street, Britannia Avenue and McLaren Avenue, Emerson Street and Sussex Street: These crossings are all located at the intersection of two neighbourhood streets with low traffic volumes and sufficient gaps in traffic for children to cross these roadways safely. There were no reported motor vehicle collisions involving children for three years prior to the assignment of the guard at any of the locations. Therefore, children should not experience any difficulties in crossing at these locations without the assistance of a School Crossing Guard.

Mohawk Road and Moxley Drive: This location is currently patrolled during the morning and evening crossing periods only. Only one child crosses Mohawk at this location at a regular basis and this child is reported to be crossing outside of the regular school boundaries as a matter of preference. The subject location is only one block east of the signalized intersection of Mohawk and Upper Ottawa and if this child continues to cross Mohawk in this area then the crossing can be made safely with the pedestrian traffic signals at this location. There were no reported motor vehicle collisions involving children for three years prior to the assignment of a School Crossing Guard to this location prior to 1978.

Barton Street and Ruth Street: This crossing is located one large block east of the traffic signal at Barton and Sherman and the school attended by the crossing children is situated on Barton between Sherman and Ruth, at St. Ann.
Therefore, it would not be out of the way for the children to cross Barton one block west of their present location with the traffic signal at Barton and Sherman, and the crossing at Barton and Ruth is simply not required in such close proximity to the nearby signalized intersection. A total of 35 children cross at this location during the day.

Guildwood Drive and Upper Horning Road: Observations indicate that on a regular basis only one child crosses Upper Horning in the morning, two in the evening and no children cross during the lunch time crossing periods. There have been no reported collisions involving children for three years prior to the implementation of the guard in 1990. The intersection is controlled by four-way stop control and the volumes on Upper Horning are low such that children should have absolutely no problems crossing with the stop control, without the assistance of a School Crossing Guard.

Emerald Street and Stinson Street: Observations indicate that on a regular basis only one child crosses Stinson in the morning and two during the second lunch crossing period and no children cross during the first lunch and evening crossing times. There are crossing guards assigned to the intersections of Stinson and Ontario and Stinson and Wellington and there is an insufficient number of children crossing with the guard at Stinson and Emerald to warrant continuation of the School Crossing Guard service at this location. There were no collisions involving children at this location for three years prior to the assignment of the School Crossing Guard in 1988.

2. Five locations where lunch time crossing periods are to be removed

Greenhill Avenue & Country Club Drive	-only two children regularly cross Greenhill during both lunch time crossing periods. (4 total crossings)
Main Street East & Walter Avenue	-only five children regularly cross Main Street during the two lunch time crossing periods. (10 total crossings)
West 5th Street & Tyrone Drive	-only two children regularly cross West 5th in the first lunch and no children in the second lunch time crossing period.
Limeridge Road & Brewster Street	-only one child regularly crosses Limeridge during the first lunch time crossing period and no children were reported to cross in the second lunch time crossing period.

Dundurn Street & Hunt Street	-no children cross this location during the lunch time crossing periods.

At all the preceding locations there is an insufficient number of children to warrant a School Crossing Guard during lunch time crossing periods and the traffic volumes on the roadways are low such that there are sufficient safe gaps in traffic for the few children present to cross these roadways safely.

3. Discontinuation of the Summer Crossing Guard Program

In 1990 Summer Crossing Guards were assigned to eight locations for approximately eight hours per day during the summer months, to assist children crossing roadways adjacent to recreation facilities and playgrounds supervised by staff of the Culture and Recreation Department. At these locations, the volume of children is frequently very light and is spread out over an entire day rather than being concentrated at certain crossing times. Some days, no children cross due to inclement weather conditions or due to a change in the scheduling of supervised programs by the Culture and Recreation Department. On other occasions, children are sometimes taken in groups by the supervisor and the supervisor is in a position to assist them in crossing the road. The result is a large amount of manpower for very little effect. Therefore, this program is simply not cost effective and is not warranted. The following is a list of locations at which Summer Crossing Guards were provided during the summer of 1990:

Beach Boulevard in front of Kinsmen Park
Queensdale Avenue at East 36th Street - Inch Pool
Burlington Street and MacNab Street - Bayview Park
Locke Street and Peter Street - Victoria Park
Britannia Avenue and Tragina Avenue - Andrew Warburton
Gage Avenue and Maplewood Avenue - Gage Park
Crockett Street and East 36th Street - Peace Memorial
Wentworth Street and Munroe Street - Robert Land School

The Traffic Department will be notifying the schools and school boards affected by the complete or partial removal of guards at the thirteen affected School Crossing Guard locations. The removal of the service at the thirteen locations will take effect on 1991 June 28, the last day of school before the summer holidays. Where applicable, School Crossing staff will remain on duty for an appropriate phase out period, while children are re-routed or instructed on how to cross the roadway without the assistance of a School Crossing Guard.

In a letter to All City Staff dated 1991 March 22, regarding the 1991 budget, Mr. Lou Sage, Chief Administrative Officer, stated that "nobody will lose their job solely as a result of downsizing". After reviewing the present and probable 1991 staffing requirements of the School Crossing Program, it is concluded that virtually all of the eight guards whose locations are being eliminated may be re-assigned to other locations.

8 e i

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

203 - 87 Duke Street - Application for a Time Limit Exemption Permit. [TEC-51-91]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to Ms. Kathy Szigeti, 203 - 87 Duke Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit will result in an annual revenue of $24.00.

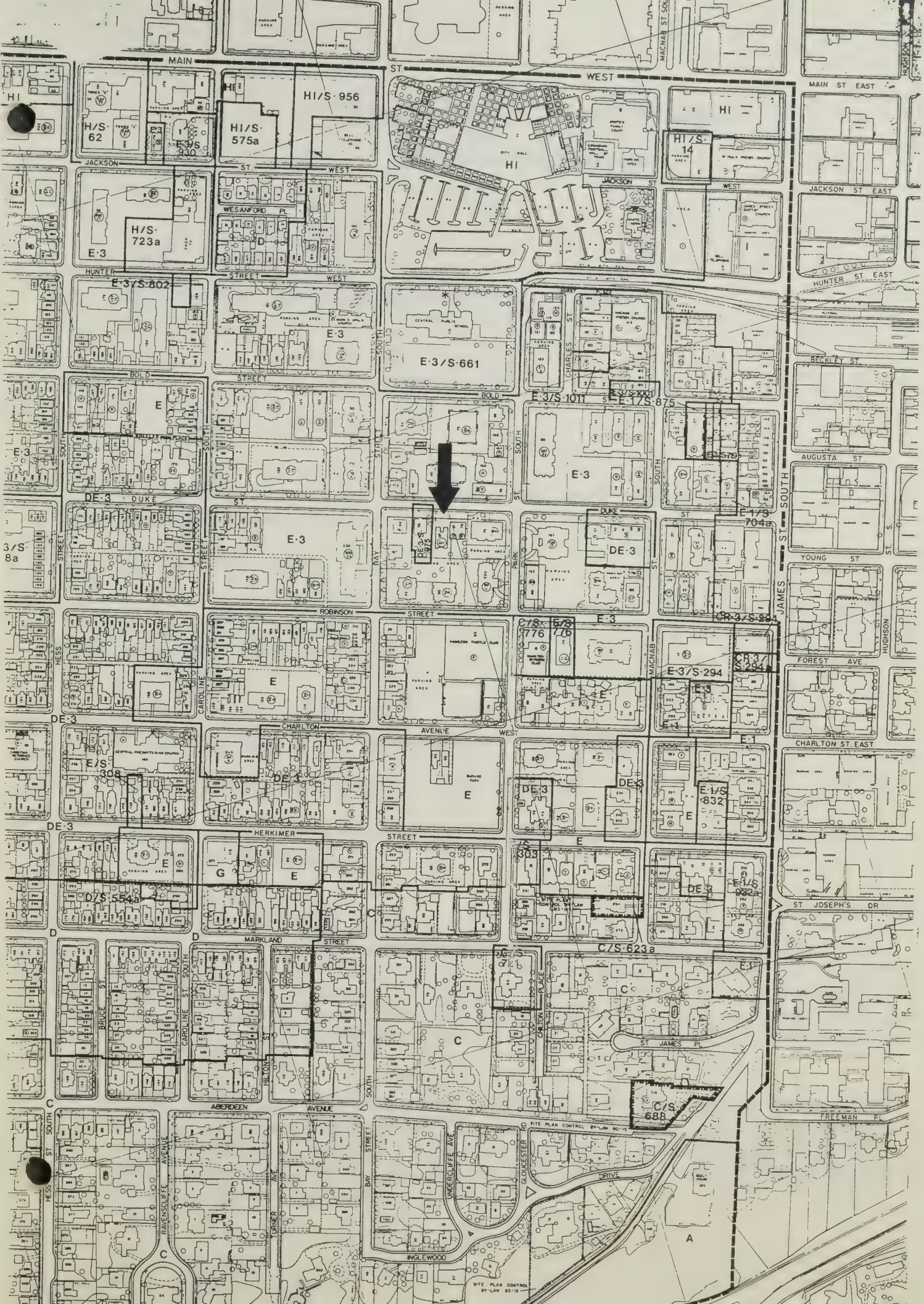
BACKGROUND:

The Traffic Department has received a request from Ms. Kathy Szigeti, 203 - 87 Duke Street, that she be issued a time limit exemption permit which would allow her to park her van beyond the signed parking time limit on streets in the vicinity of her apartment building since her van will not fit into the underground parking facilities of her building.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two and three family dwellings and to residents of apartment buildings only under exceptional circumstances. This practice forces long-term parking for apartment dwellers to take place in the available off-street spaces.

Periodic observations reveal that the street is moderately parked during the day, but since there has not been a large demand for permits in this area, it appears that the parking is generally non-resident short term parking or parking by residents without permits. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. The Traffic Department has confirmed that the applicant's van will not fit into the underground parking facility. Therefore it would be appropriate to issue one permit to the applicant.


MAIN ST. WEST
MAIN ST EAST
JACKSON ST. WEST
JACKSON ST EAST
HUNTER STREET WEST
HUNTER ST EAST
BOLD STREET
DUKE ST.
ROBINSON STREET
CHARLTON AVENUE WEST
CHARLTON ST. EAST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
INGLEWOOD
ST JOSEPH'S DR
ST JAMES PL
FREEMAN PL
YOUNG ST
AUGUSTA ST.
BECKLEY ST.
FOREST AVE.
WESANFORD PL
HESS ST SOUTH
CAROLINE ST SOUTH
BRUCE ST
HILTON ST
RAVENSCLIFFE AVENUE
BAY STREET
UNDERCLIFFE AVE
GLOUCESTER RD
CHILTON PLACE
JAMES ST SOUTH
MACNAB ST SOUTH
CHARLES ST
HIGHSON
CITY HALL
HI
HI/S-956
HI/S-575a
H/S-62
E/S-930
H/S-723a
E-3
E-3/S-802
E-3/S-661
E-3/S-1011
E-1/S-875
E-1/S-704a
DE-3
DE-3/S-975
E-3/S-294
CR-3/S-294
E/S-776
E/S-776
E/S-308
E/S-303
E-1/S-832
E-1/S-932a
D/S-554a
C/S-623a
C/S-688
SITE PLAN CONTROL BY-LAW 83-15

8 e ii

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 April 2

REPORT TO: Chairman and Members
Engineering Services Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment building at No. 255 James Street North - Application for a Time Limit Exemption Permit (DT-24-91)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first three applicants residing in the apartment building at No. 255 James Street North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $72.00 in revenue each year from the sale of parking permits to residents of this building.

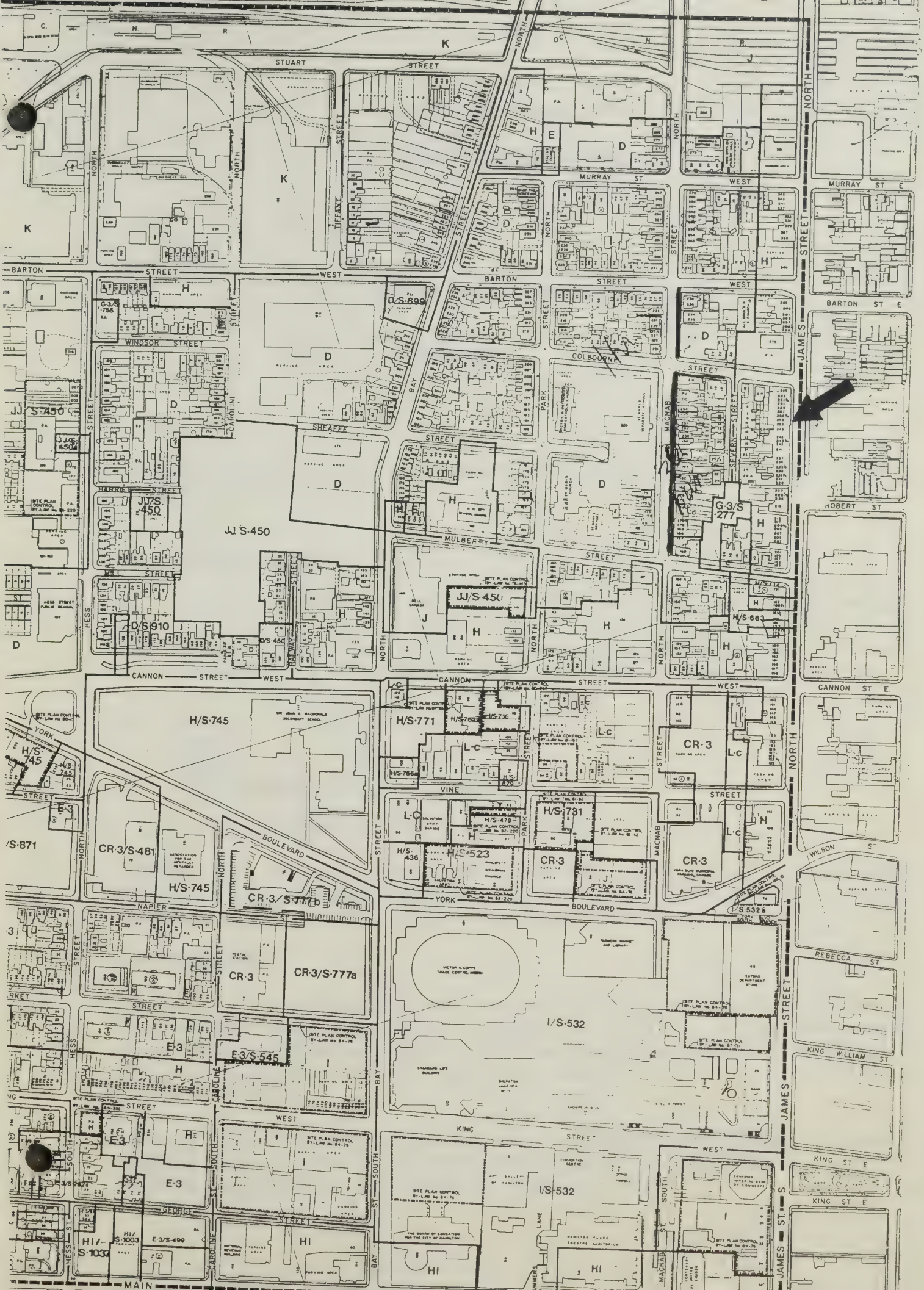
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 255 James Street North, that Time Limit Exemption Permits be issued to residents of this building. The apartment building is located on the west side of James Street North between Colbourne Street and Cannon Street West, and the applicant has indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are four dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are generally heavily parked during the day. However, since only three permits might be issued to residents of this building, no parking difficulties should result for other area residents.

The zoning by-law requires that a minimum of three off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current zoning by-law requirements. Therefore, it would be appropriate to issue a maximum of three parking permits to the residents of the building on a first come first serve basis.


STUART STREET
NORTH
TIFFANY STREET
MURRAY ST WEST
MURRAY ST E
BARTON STREET WEST
BARTON ST E
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
ROBERT ST
CANNON STREET WEST
CANNON ST E
YORK BOULEVARD
VINE STREET
NAPIER
REBECCA ST
KING WILLIAM ST
KING STREET WEST
KING ST E
GEORGE STREET
MAIN
JAMES NORTH
JAMES S.
MACNAB
BAY
PARK
HESS
CAROLINE
SEVERN STREET
WILSON ST
D/S-699
JJ/S-450
G-3/S-277
H/S-663
H/S-771
H/S-745
CR-3/S-481
CR-3/S-777a
CR-3
E-3/S-545
I/S-532
H/S-436
H/S-523
H/S-731
H/S-479
E-3/S-499
HI

8 f i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Gertrude Street between Depew Street and Rowanwood Street - Parking Regulations. [TEC-50-91]

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the north side of Gertrude commencing at Depew Street and extending to a point 261 feet westerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation, and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

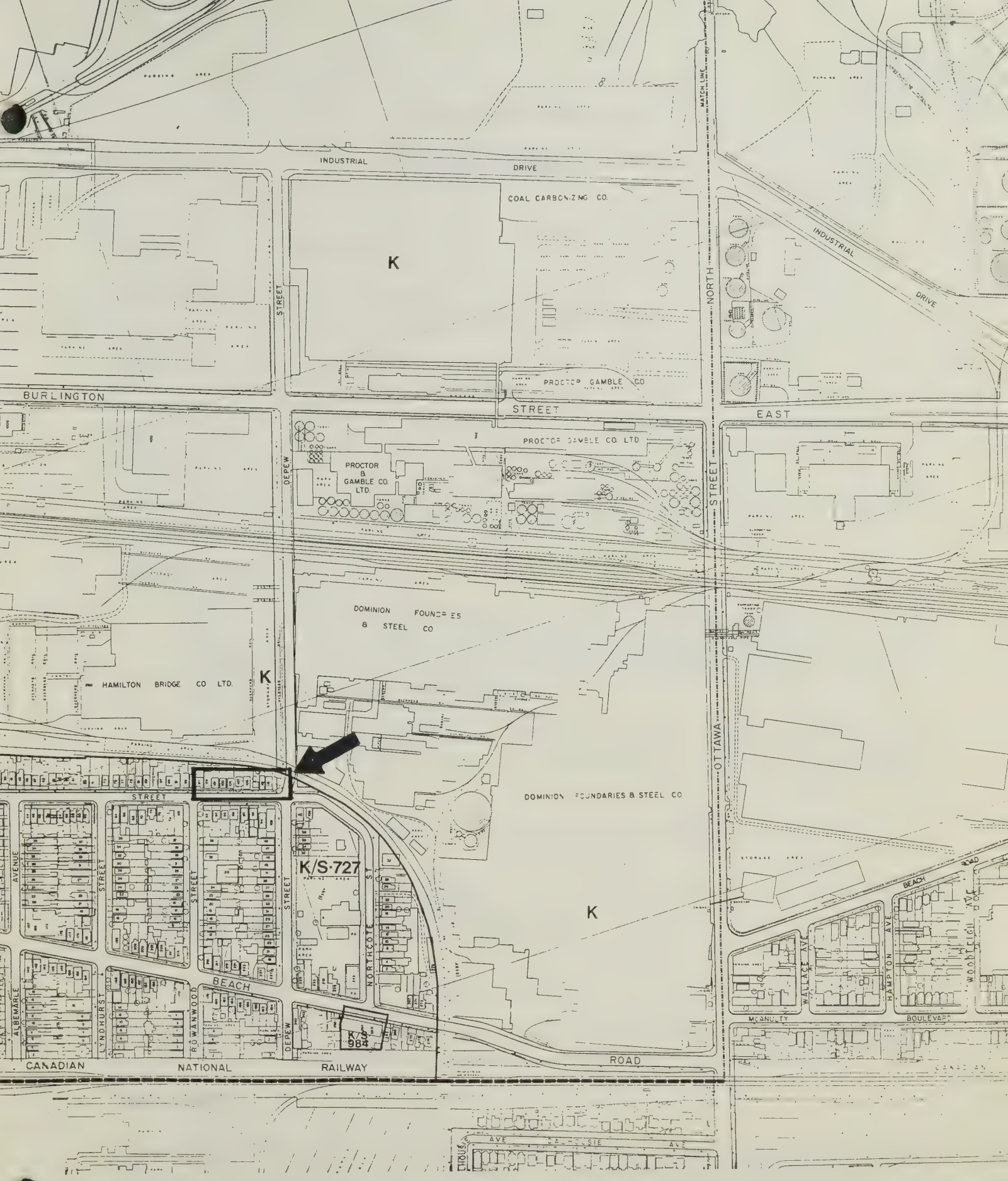
The Traffic Department has received a petition signed by representatives of 12 of the 14 one, two and three family dwellings abutting the north side of Gertrude between Rowanwood and Depew requesting that a "Permit Parking" regulation be implemented on the street in this area. All 12 residents who signed the petition are in favour of the requested regulation.

Gertrude has a 24 foot pavement width, and presently parking is prohibited on the south side and there is a "Three Hour Parking Time Limit; 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the north side of the street in this area.

An investigation has revealed that there are only eight legal on-street parking spaces on the north side of the street in this block. It was indicated on the petition that 12 permits would be required by the residents who signed the petition. This does not include the number of permits that may be required by the two residents who were not contacted. It is apparent that there is insufficient on-street parking spaces to accommodate the demand for permits. Issuing permits in excess of the number of spaces would result in the residents paying $12.00 per year for each permit if they wish to park at all, but frequently they would not find available parking, and this would likely become a source of complaint. Therefore, the Traffic Department does not support this request. However, in an effort to improve the parking situation in this area, the Traffic Department polled the residents in this block to determine if a majority would be in favour of replacing the existing three hour parking time limit with a one hour limit.

The results of the telephone survey indicate that nine residents are in favour of the proposed regulation. The Traffic Department was unable to contact the remaining five residents. The residents have expressed concern that the existing three hour limit is not sufficient to control non-resident parking by employees of Dofasco. The implementation of the proposed regulation would further reduce non-resident parking.

Therefore, since 64 percent of the abutting residents are in favour of the proposed regulation, the Traffic Department recommends replacing the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation with a "One Hour Parking Time Limit 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation.


INDUSTRIAL
DRIVE
COAL CARBONIZING CO.
K
STREET
NORTH
MATCH LINE
INDUSTRIAL
DRIVE
PROCTOR GAMBLE CO
BURLINGTON
STREET
EAST
PROCTOR GAMBLE CO. LTD
PROCTOR & GAMBLE CO. LTD.
DEPEW
STREET
DOMINION FOUNDRIES & STEEL CO
HAMILTON BRIDGE CO LTD.
K
OTTAWA
DOMINION FOUNDRIES & STEEL CO
STREET
K/S-727
K
AVENUE
STREET
STREET
STREET
NORTHCOTE ST
BEACH
ALBEMARLE
LYNDHURST
ROWANWOOD
DEPEW
K/S 984
WALLACE AVE
HAMPTON AVE
BEACH
ROAD
WOODLEIGH AVE
McANULTY
BOULEVARD
CANADIAN
NATIONAL
RAILWAY
ROAD
AVE
CAMPBELL
AVE
CROUS

8f ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Moxley Drive, south of Mohawk Road - Parking Regulations. [TEC-42-91]

RECOMMENDATION:

a) That the existing "No Stopping" regulation on the west side of Moxley Drive which commences at Mohawk Road and extends to a point 113 feet southerly therefrom, be shortened, such that the regulation commences at Mohawk Road and extends to a point 65 feet southerly therefrom; and

b) That a "No Parking" regulation be implemented on the west side of Moxley Drive commencing at Rideau Crescent and extending to a point 122 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

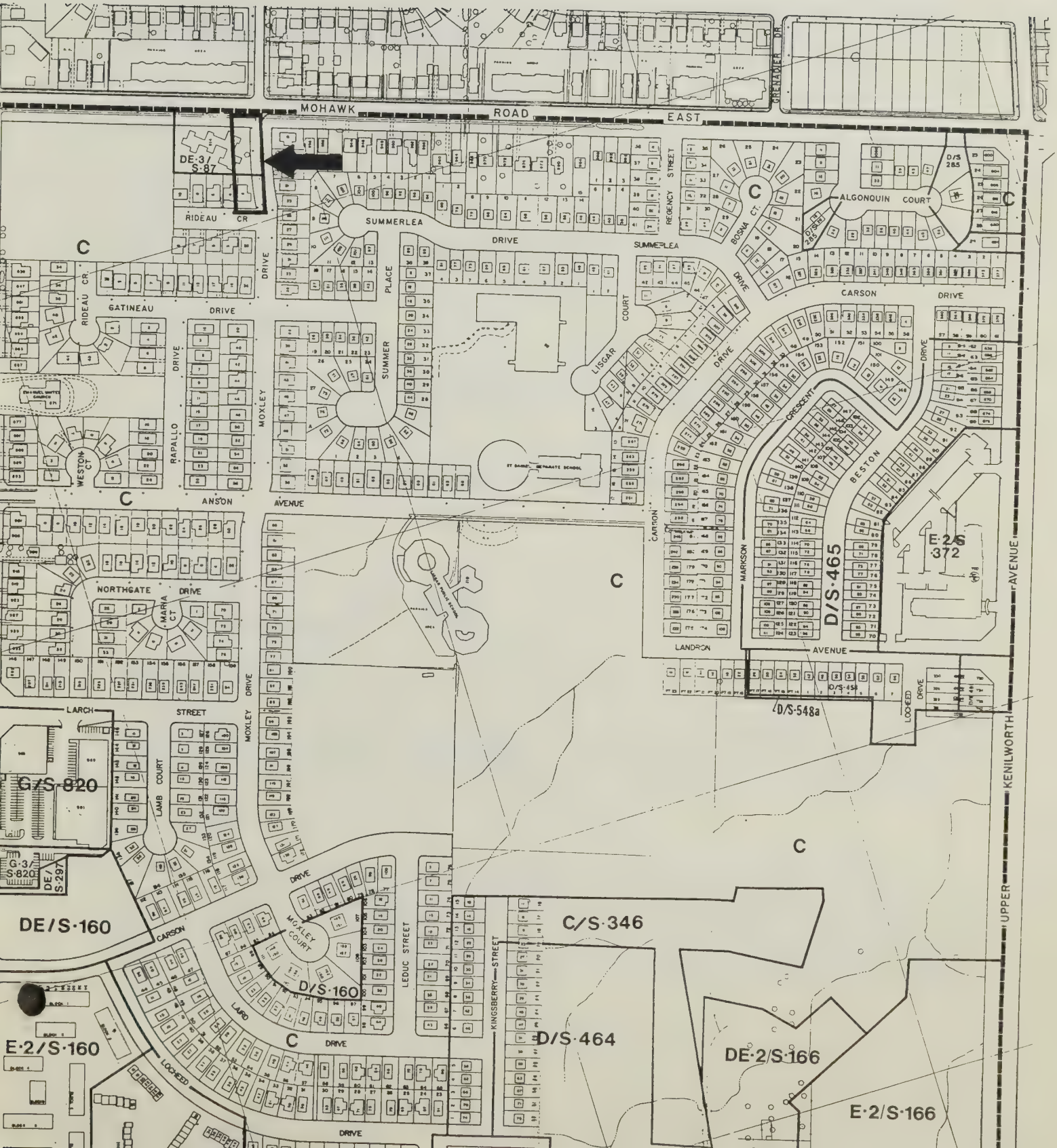
BACKGROUND:

Alderman Vince Formosi has advised of a request from Mr. Neil Hunt, 2 Rideau Crescent, that parking be prohibited on the west side of Moxley Drive along the flankage of his property.

Moxley has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street except for a 113 foot "No Stopping" regulation immediately south of Mohawk. The "No Stopping" regulation and unrestricted parking on the west side were implemented as a result of a request from Mrs. Woodcock, 914 Mohawk Road who appeared before the Transport and Environment Committee on 1990 November 19 to express concern regarding the lack of available on-street parking.

Alderman Formosi has also requested that the existing "No Stopping" regulation be shortened to maintain approximately six on-street parking spaces for visitors of the townhouse complex at No. 914 Mohawk Road.

The implementation of the requested changes to the existing parking regulations will reduce the number of legal on-street parking spaces by one from seven to six. However, Alderman Formosi has advised that, in accordance with the Committee's request of 1990 December 19, he will speak to the owner of the townhouse complex regarding the revision to the layout of the off-street parking facilities such that several additional off-street spaces can be provided. Therefore, since Alderman Formosi has advised that he supports this request, the Traffic Department has no serious objection to the requested change in parking regulations in this block.


MOHAWK ROAD EAST
GRENADIER DR.
DE-3/S-87
RIDEAU CR
SUMMERLEA DRIVE
REGENCY STREET
SUMMERLEA
BOSNA CT.
ALGONQUIN COURT
D/S 285
CARSON DRIVE
GATINEAU DRIVE
SUMMER PLACE
LISGAR COURT
WESTON CT
RAPALLO DRIVE
MOXLEY DRIVE
ANSON AVENUE
ST. DANIEL PRIVATE SCHOOL
CARSON DRIVE
MARKSON CRESCENT
BESTON DRIVE
D/S-465
E-2/S-372
KENILWORTH AVENUE
NORTHGATE DRIVE
MARRA CT
LANDRON AVENUE
D/S-451
D/S-548a
LOCKEED DRIVE
LARCH STREET
MOXLEY DRIVE
LAMB COURT
G/S-820
G-3/S-820
DE/S-297
DE/S-160
CARSON DRIVE
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSBERRY STREET
C/S-346
D/S-464
DE-2/S-166
E-2/S-166
E-2/S-160
LOCKEED DRIVE
UPPER

8f iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 11

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East 27th Street between Mohawk Road and Seeley Avenue - Parking Regulations (TEC-43-91)

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 24 hours a day, Monday to Saturday", regulation be implemented on both sides of East 27th Street between Mohawk Road and Seeley Avenue; and

b) That the City By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

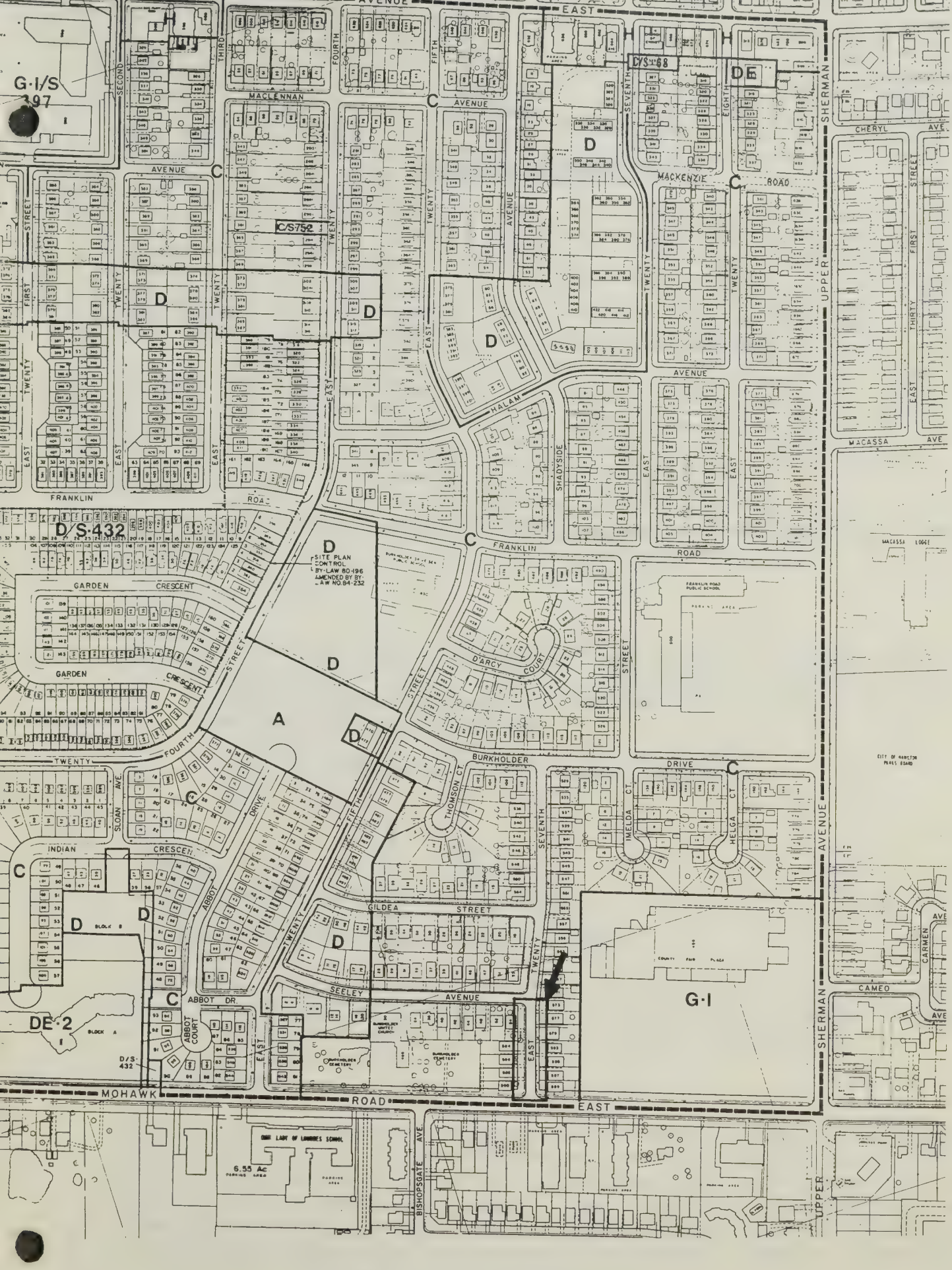
Sufficient funds are provided in the 1991 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 (plus G.S.T.) per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 8 of the 12 abutting residents requesting that a "Three Hour Parking Time Limit, 24 hours a day, Monday to Saturday," regulation be implemented on both sides of East 27th between Mohawk and Seeley in conjunction with the existing " Alternate Side Parking" regulation. All 8 residents support the request. Staff have investigated this request and have the following report:

East 27th has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by residents of a nearby apartment building. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 66 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


G-I/S 197
C/S 752
C/S 68
D/S-432
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
A
DE-2
G-I
MOHAWK ROAD EAST
FRANKLIN ROAD
MACLENNAN AVENUE
MACKENZIE ROAD
HALAM AVENUE
SHADYSIDE
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT.
IMELDA CT.
HELGA CT.
GILDEA STREET
SEELEY AVENUE
ABBOT DR.
ABBOT COURT
GARDEN CRESCENT
INDIAN CRESCENT
SLOAN AVE.
FIRST STREET EAST
TWENTY STREET EAST
THIRTY STREET EAST
SECOND
THIRD
FOURTH
FIFTH
SEVENTH
EIGHTH
SHERMAN
UPPER
CHERYL AVE.
MACASSA AVE.
CARMEN AVE.
CAMEO AVE.
BISHOPSGATE AVE.
OUR LADY OF LOURDES SCHOOL
6.55 Ac
FRANKLIN ROAD PUBLIC SCHOOL
BURKHOLDER UNITED CHURCH
BURKHOLDER CEMETERY
COUNTY FAIR PLACE
CITY OF HAMILTON PARKS BOARD
MACASSA LODGE

8f iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 4

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Avenue North between Evans Street and Cannon Street - Parking Regulations (TEC-53-91)

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be replaced by a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation on both sides of West Avenue North between Evans Street and Cannon Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

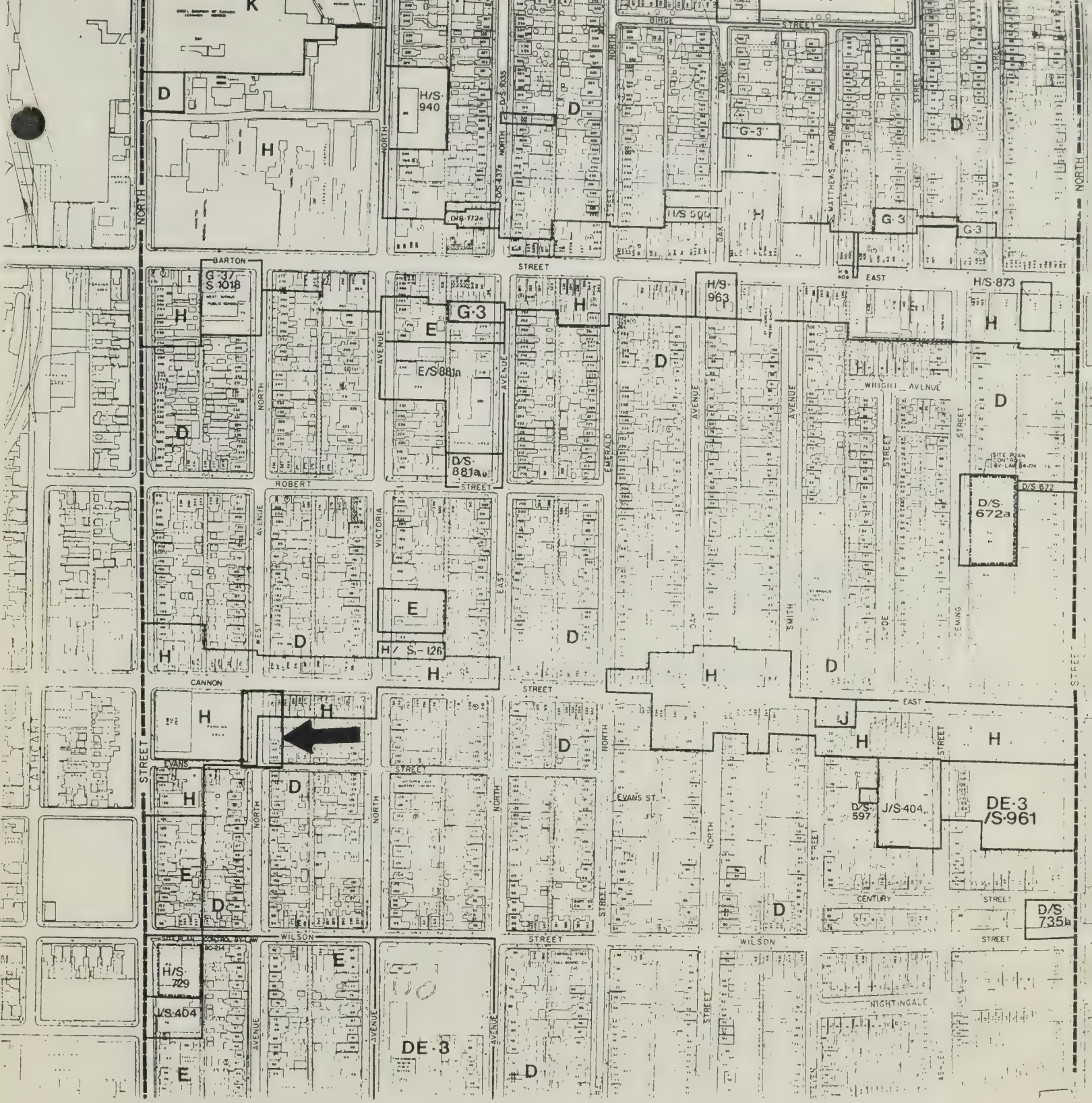
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition from Alderman Don Drury, signed by representatives of two of the four one, two and three family dwellings abutting West Avenue North between Evans Street and Cannon Street. The petition requested that a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation be implemented on both sides of the street. The Traffic Department has also contacted by telephone, one resident who is in favour of the proposed regulation. Staff have investigated this request and have the following report.

West has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the street in this area. The implementation of the requested regulation would further reduce non-resident parking. Existing permit holders may continue to use their permits for the 24 hour regulation. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


K
D
H
H/S-940
D/S-172a
D/S-437a
D/S-835
NORTH
STREET
BIRGE
STREET
NORTH
AVENUE
OAK
H/S-504
G-3
MATTHEWS
AVENUE
STREET
D
BARTON
STREET
G-37
S-1018
H
E
G-3
H
H/S-963
EAST
H/S-873
H
D
E/S-881a
AVENUE
D
AVENUE
AVENUE
WRIGHT AVENUE
D
D
D/S-881a
STREET
EMERALD
STREET
STREET
SITE PLAN CONTROL
D/S-672
D/S-672a
ROBERT
AVENUE
VICTORIA
WEST
EAST
E
D
D
H/S-126
H
H
OAK
SMITH
AVENUE
CLYDE
FLEMING
CANNON
STREET
EAST
H
H
J
H
STREET
STREET
STREET
EVANS
STREET
D
NORTH
D
H
NORTH
NORTH
EVANS ST.
NORTH
STREET
D/S-597
J/S-404
DE-3
/S-961
E
D
STREET
D
CENTURY
STREET
D/S-735h
SHERPLAN CONTROL BYLAW
WILSON
STREET
WILSON
STREET
H/S-729
E
J/S-404
AVENUE
AVENUE
DE-3
AVENUE
D
STREET
NIGHTINGALE
E
STREET

8f v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Lottridge Street between Barton Street and Clinton Street - Parking Regulations. [TEC-59-91]

RECOMMENDATION:

a) That the existing "Two Hour Parking Time Limit; 8:00 a.m. to 8:00 p.m., seven days a week" regulation on the west side of Lottridge Street between Barton Street and Clinton Street, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

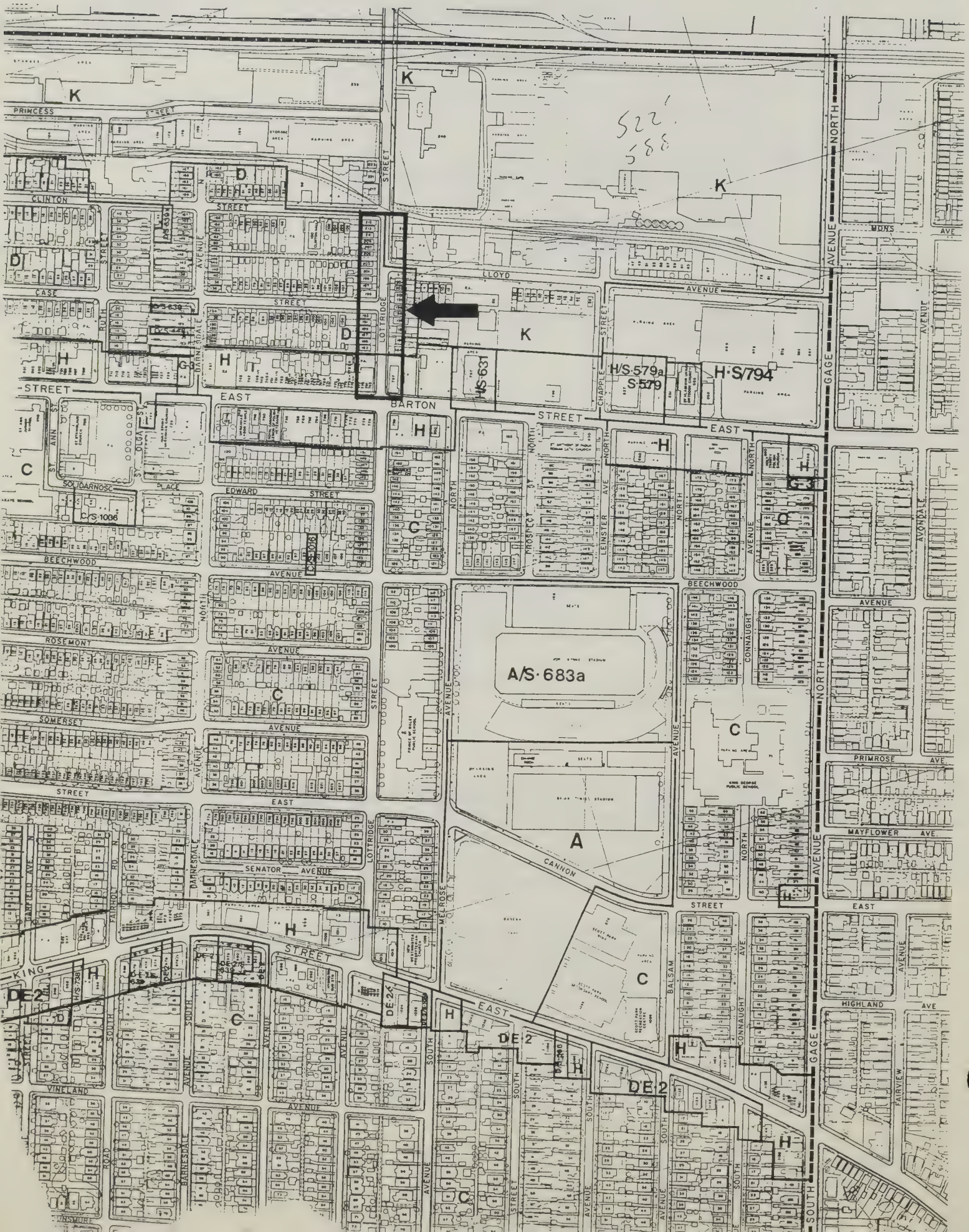
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 24 of the 26 one, two and three family dwellings abutting Lottridge between Barton and Clinton requesting that the existing "Two Hour Parking Time Limit; 8:00 a.m. to 8:00 p.m., seven days a week" regulation on the west side of the street be removed. All 24 residents who signed the petition are in favour of the requested regulation.

Lottridge has a 24 foot pavement width, and presently, parking is prohibited on the east side and there is a "Two Hour Parking Time Limit; 8:00 a.m. to 8:00 p.m, seven days a week" regulation on the west side of the street in this area. This regulation was implemented in 1981 as a result of a petition submitted by the abutting residents, but records do not indicate the reason for the regulation.

Since 92 percent of the abutting residents are in favour of removing the existing parking time limit, the Traffic Department concurs with the request.


PRINCESS STREET
CLINTON STREET
CASE STREET
RUTH AVENUE
DARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE STREET
GAGE AVENUE NORTH
MONS AVE
BARTON STREET EAST
H/S-579a
S-579
H·S/794
H/S-631
ANN STREET
SOUDARNOSC PLACE
EDWARD STREET
C/S-1036
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
NORTH PROSPECT AVENUE
LEINSTER AVE NORTH
CONNAUGHT AVENUE NORTH
AVONDALE AVENUE
A/S·683a
CANNON STREET EAST
PRIMROSE AVE.
MAYFLOWER AVE.
HIGHLAND AVE
FAIRVIEW AVENUE
BALSAM AVE.
MELROSE AVENUE
SENATOR AVENUE
KING STREET EAST
DE 2
VINELAND AVENUE
BARNESDALE ROAD
SOUTH GAGE AVENUE

8f vi

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 20

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Scott Street between Gainsborough Road and the south end - Parking Regulations. [TEC-44-91]

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Scott Street between Gainsborough Road and the south end be removed; and

b) That parking be prohibited on the west side of Scott Street between Gainsborough Road and the south end; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

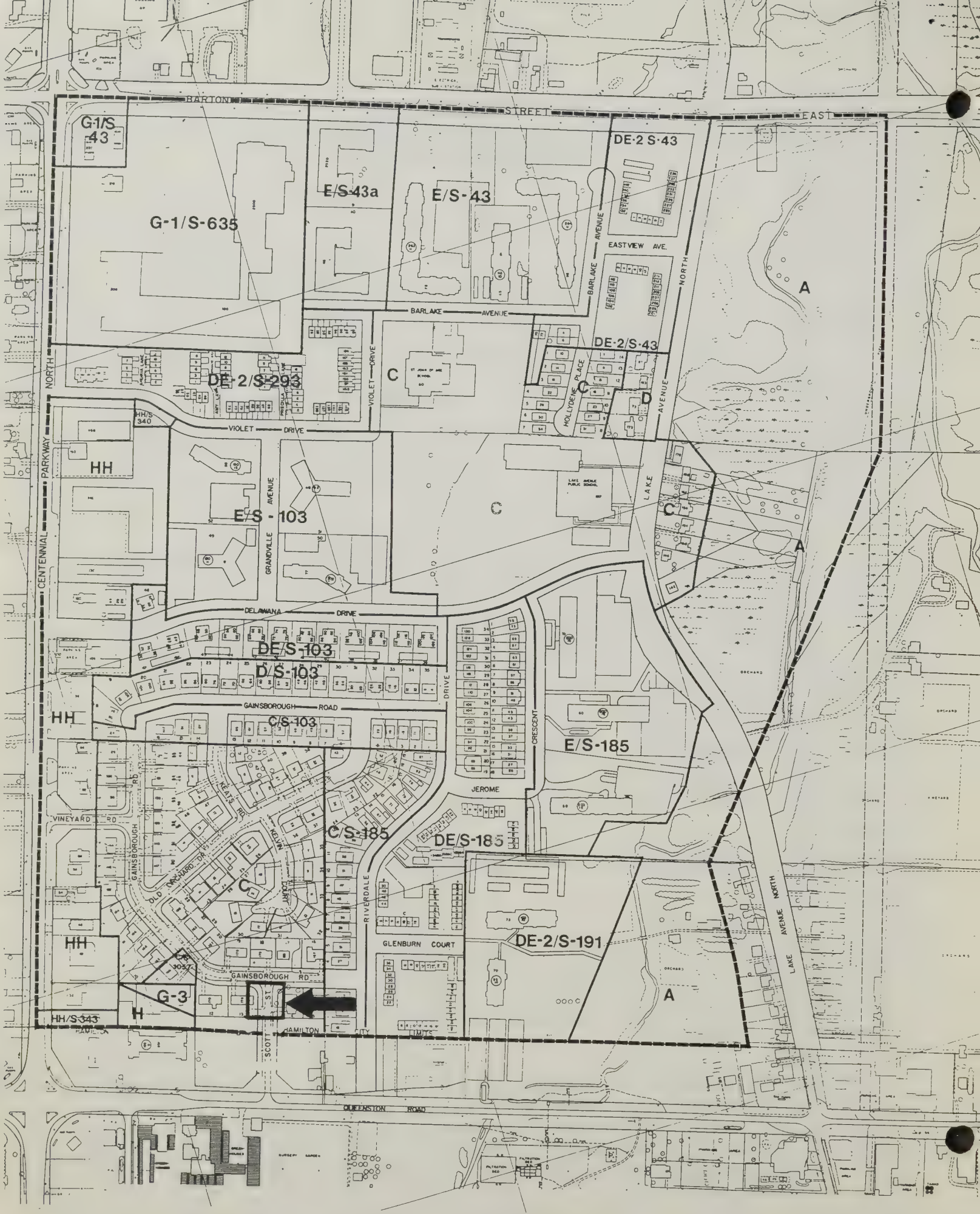
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Fred Lombardo and Mr. Gregorasz, 18 Scott Street, that the existing "Alternate Side Parking" regulation on Scott between Gainsborough and the south end be removed, and that parking be prohibited at all times on the west side and allowed at all times on the east side of the street in front of Mr. Gregorasz's home.

Scott has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. Mr. Gregorasz is the only property owner fronting on Scott. Mrs. Ott, 176 Gainsborough Road, whose property abuts Scott has advised that she supports this request. Therefore, since both abutting property owners are in favour of the requested regulation, the Traffic Department concurs with the request.


BARTON STREET EAST
G-1/S-43
G-1/S-635
E/S-43a
E/S-43
DE-2 S-43
EASTVIEW AVE.
BARLAKE AVENUE
NORTH
DE-2/S-293
VIOLET DRIVE
C
DE-2/S-43
HOLLYDENE PLACE
D
HH/S 340
HH
E/S-103
GRANDVILLE AVENUE
LAKE
A
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
CRESCENT
JEROME
VINEYARD RD
KEATS RD
KELVIN
OLD ORCHARD DR
C/S-185
DE/S-185
RIVERDALE
GLENBURN COURT
DE-2/S-191
LAKE AVENUE NORTH
HH/S 3057
G-3
H
HH/S-343
SCOTT ST
HAMILTON CITY LIMITS
QUEENSTON ROAD
CENTENNIAL PARKWAY NORTH

8f vii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 13

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 113 Napoli Drive - Request for a Reserved Permit Parking Space for a Handicapped Resident (TEC-46-91)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Napoli Drive commencing at a point 254 feet north of Guildwood Drive and extending to a point 25 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. A. Fuller, 113 Napoli Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

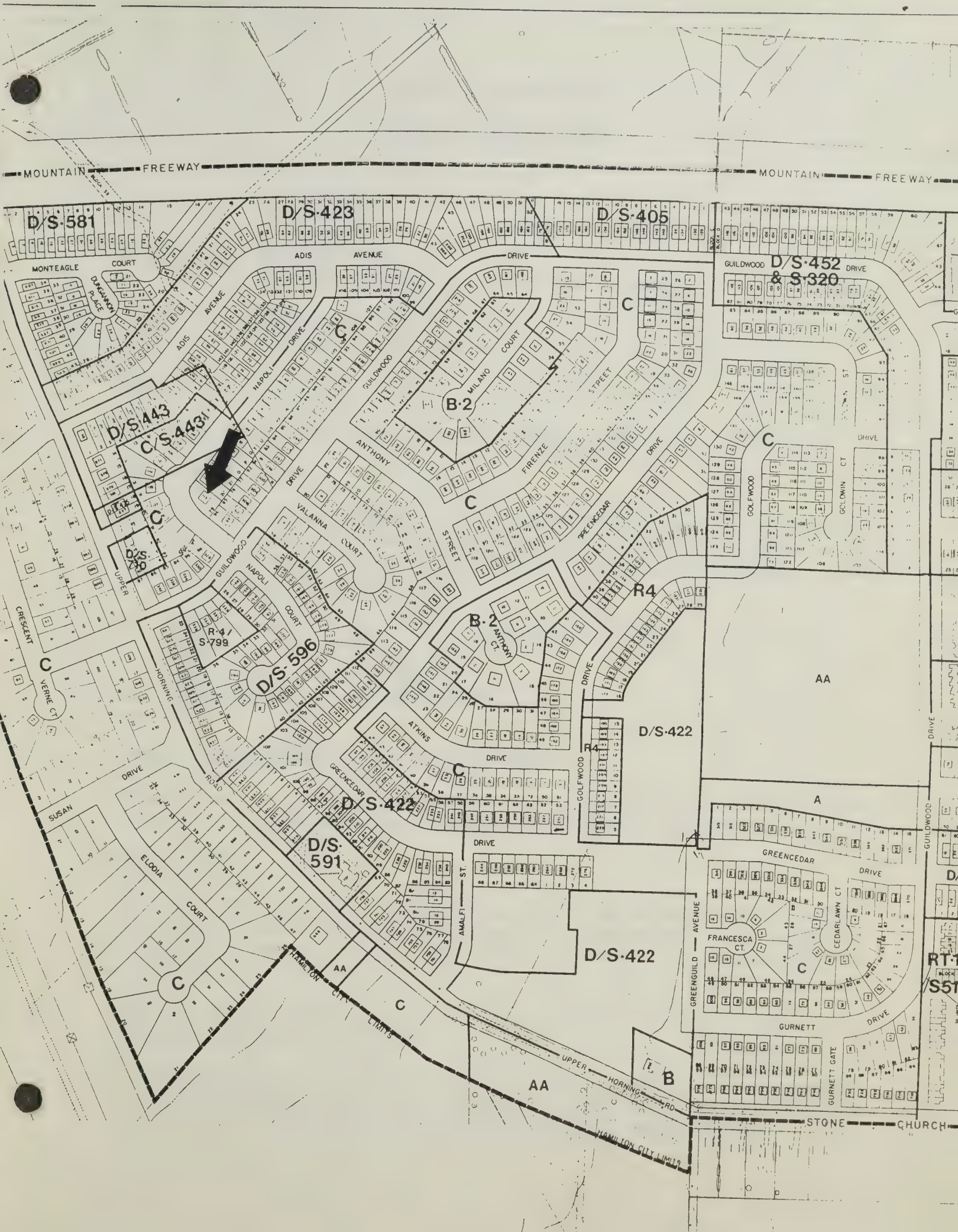
BACKGROUND:

The Traffic Department has received a request from Mr. A. Fuller, 113 Napoli Drive, that a reserved "Permit Parking" space be implemented on the street in front of his home since his son is handicapped.

Napoli has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Mr. Fuller possesses a valid handicapped permit. The driveway at the side of the property has a serious grade and the handicapped resident would have difficulties using the driveway. Also, a wheelchair ramp has been constructed at the front of the property where the reserved on-street space is being requested.

The implementation of the requested regulation will result in a loss of one legal on-street parking space directly in front of the applicant's home. However, periodic observations have revealed that the street is lightly parked and all residents in the area have driveways. Therefore, the Traffic Department does not anticipate any parking problems for other area residents and concurs with the request.


MOUNTAIN FREEWAY
MOUNTAIN FREEWAY
D/S-581
D/S-423
D/S-405
D/S-452 & S-320
MONTEAGLE COURT
DUNSANNON PLACE
ADIS AVENUE
ADIS AVENUE
DRIVE
GUILDWOOD DRIVE
NAPOLI DRIVE
GUILDWOOD
MILANO COURT
B-2
STREET
FIRENZE
ANTHONY
DRIVE
VALANNA COURT
STREET
GREENCEDAR
DRIVE
GOLFWOOD
GOLDWIN CT
DRIVE
D/S-443
C/S-443
D/S-710
UPPER
GUILDWOOD
NAPOLI COURT
R-4/ S-799
D/S-596
CRESCENT
VERNE CT
HORNING ROAD
B-2
ANTHONY CT.
DRIVE
R4
AA
D/S-422
ATKINS DRIVE
GOLFWOOD
R4
GREENCEDAR
D/S-422
A
GUILDWOOD
DRIVE
SUSAN DRIVE
D/S-591
ELODIA COURT
AMALFI ST.
DRIVE
GREENCEDAR DRIVE
GREENGUILD AVENUE
FRANCESCA CT.
CEDARLAWN CT
D/S-422
HAMILTON CITY LIMITS
AA
C
UPPER HORNING RD
AA
B
GURNETT DRIVE
GURNETT GATE
STONE CHURCH
HAMILTON CITY LIMITS

8f viii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 14

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 51 West Avenue South - Request for a Wheelchair Loading Zone. [TEC-48-91]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of West Avenue South commencing at a point 76 feet north of Hunter Street East and extending to a point 20 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

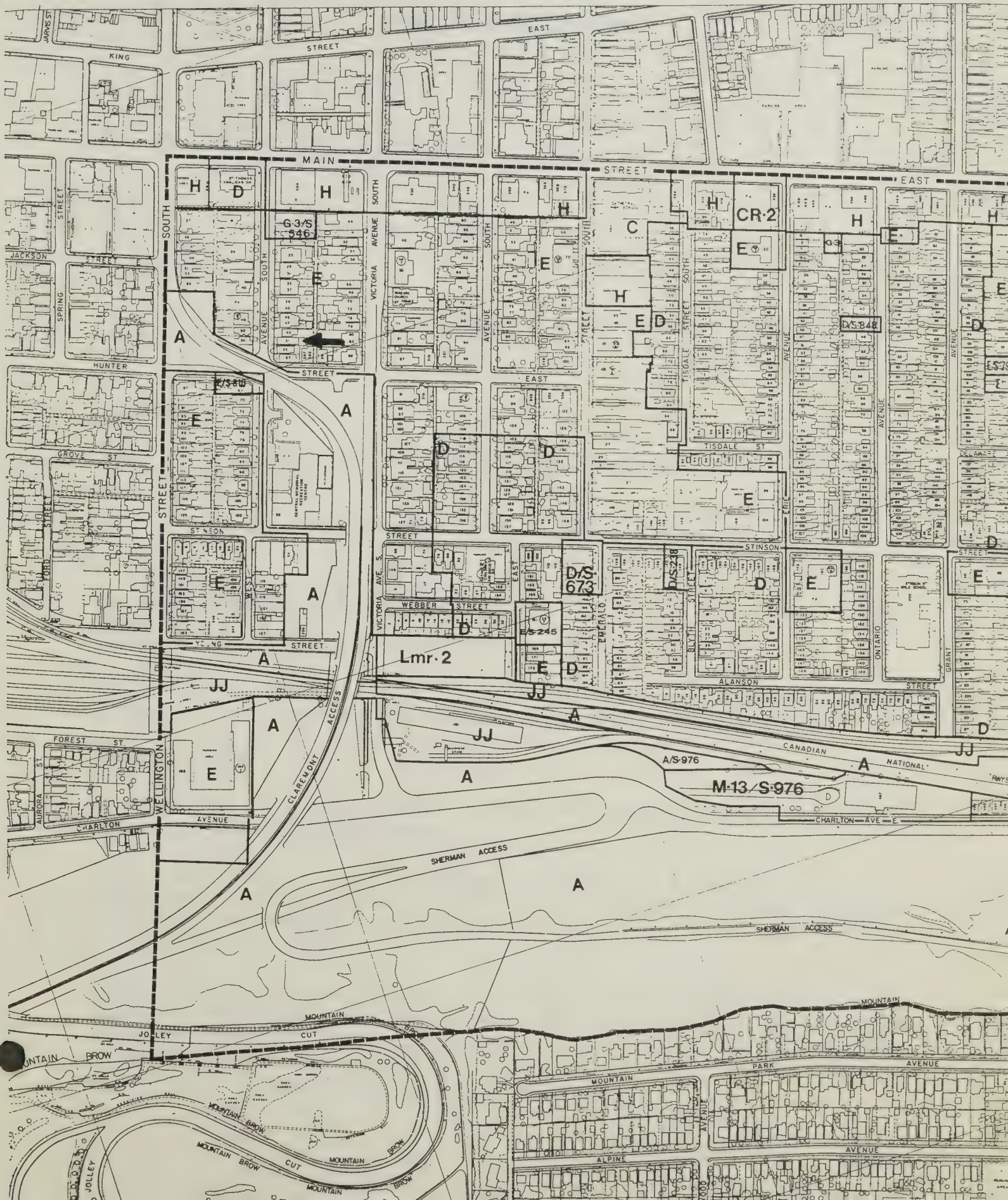
BACKGROUND:

The Traffic Department has received a request from Mrs. Rosanne McHale, 51 West Avenue South, that a wheelchair loading zone be implemented on the east side of the street in front of her home to allow Darts vehicles to load and unload her husband who is handicapped.

West has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the requested regulation would result in a loss of only one legal on-street parking space directly in front of the applicant's home. Periodic observations have revealed that the street is lightly parked during the day. The applicant has agreed to limit

the hours of the regulation from 8:00 a.m. to 5:00 p.m., Monday to Friday such that the space would be available for parking during the evenings and all day on weekends. Therefore, the Traffic Department does not anticipate any parking difficulties for other area residents and concurs with the request.


KING
STREET
EAST
MAIN
STREET
EAST
JACKSON
STREET
SPRING
HUNTER
STREET
GROVE ST
STINSON
STREET
FORD
STREET
YOUNG
STREET
FOREST ST.
AURORA
ST.
CHARLTON
AVENUE
WELLINGTON
STREET
SOUTH
VICTORIA
AVENUE
SOUTH
AVENUE
SOUTH
STREET
SOUTH
TISDALE
STREET
TISDALE ST
AVENUE
AVENUE
AVENUE
ERIE
STINSON
STREET
VICTORIA AVE. S.
EAST
WEBBER
STREET
EMERALD
BLYTH
STREET
ONTARIO
GRANT
STREET
ALANSON
STREET
CLAREMONT
ACCESS
CANADIAN
NATIONAL
RWY
CHARLTON AVE E
SHERMAN ACCESS
SHERMAN ACCESS
MOUNTAIN
JOLLEY
CUT
MOUNTAIN
BROW
MOUNTAIN
BROW
MOUNTAIN
BROW
CUT
MOUNTAIN
BROW
MOUNTAIN
BROW
MOUNTAIN
PARK
AVENUE
MOUNTAIN
AVENUE
ALPINE
AVENUE
G-3/S-346
CR-2
D/S-848
D/S-673
D/S-38
E/S-245
Lmr-2
A/S-976
M-13/S-976

8g i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Margate Avenue and Southwood Drive - Intersection Control.
[TEC-49-91]

RECOMMENDATION:

a) That northbound traffic on Southwood Drive be required to stop for eastbound and westbound traffic on Margate Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Formosi has requested that three-way stop control be implemented at the intersection of Margate and Southwood.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the past eight years. Thus, the intersection is operating extremely safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Southwood would be required to stop for eastbound and westbound traffic on Margate.


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH ACCESS
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
MORNINGSIDE DRIVE
EDGEWOOD AVENUE
SHERWOOD RISE
WELLWOOD AVENUE EAST
COMPTON PLACE
HIGH STREET
PRINCETON DRIVE
SOUTHWOOD DRIVE
PINEHURST DRIVE
FENNELL AVENUE EAST
GLENFORD AVE.
IDLEWOOD AVENUE
ORGAN CRESCENT
HARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWOOD AVE.
KINGS FOREST DRIVE
B/S-1055
B-1
B
C
A
E/S-2
E-2/S-3
DE/S-1
3 S-722
/S-606b

8g ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 9

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Lawnhurst Drive and Lawnview Drive - Intersection Control (TEC-62-91)

RECOMMENDATION:

a) That northbound traffic on Lawnview Drive be required to stop for eastbound and westbound traffic on Lawnhurst Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

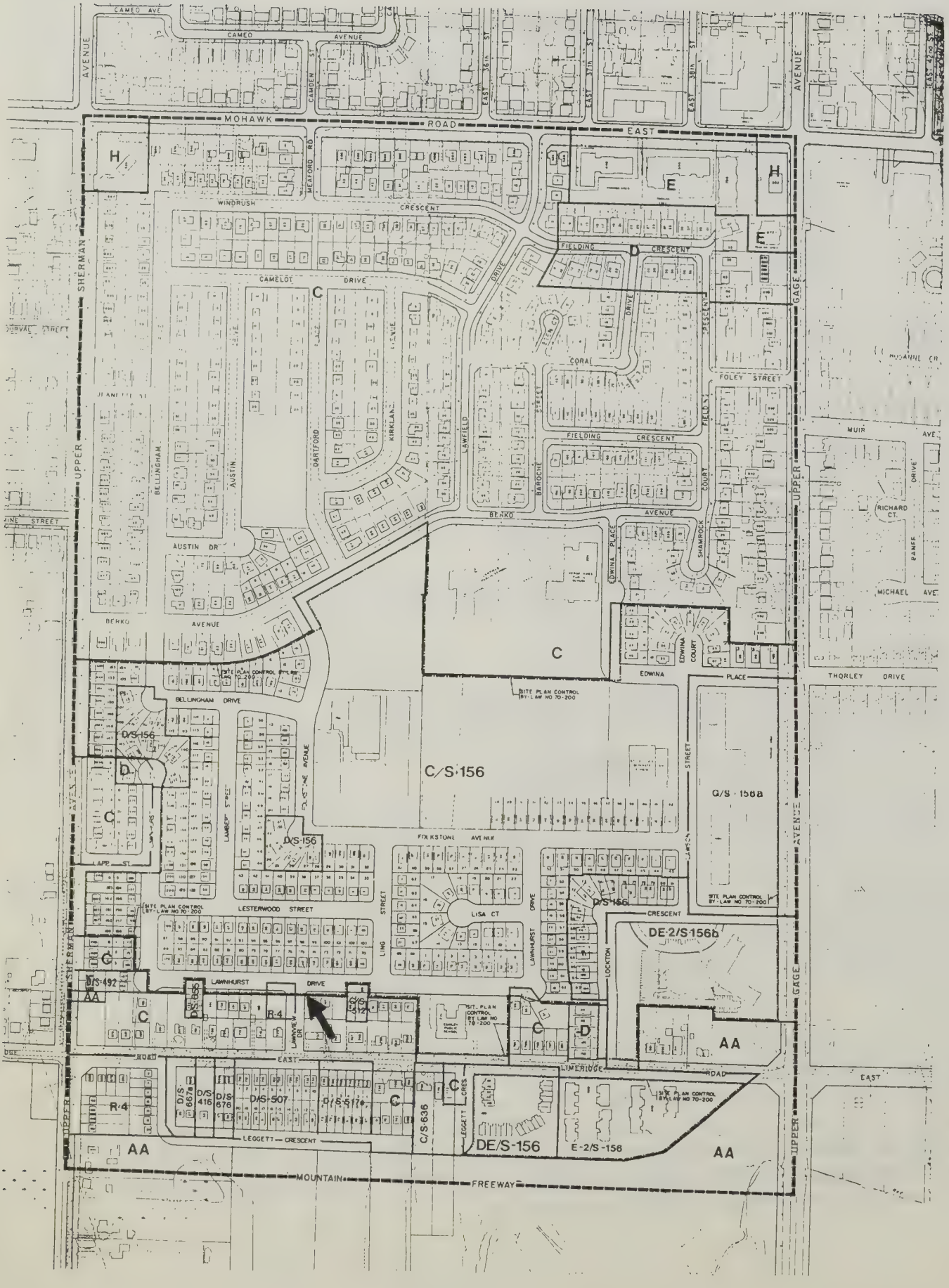
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Maureen Saunders, No. 87 Lawnhurst Drive, that stop control be implemented at the intersection of Lawnhurst and Lawnview.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department records indicate that there have been no collisions at this intersection in the last seven years. This is a good collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department recommends that stop control be implemented on the stem of this "T" type intersection such that northbound traffic on Lawnview would be required to stop for eastbound and westbound traffic on Lawnhurst.


CAMEO AVE
CAMEO AVENUE
MOHAWK ROAD EAST
WINDRUSH CRESCENT
CAMELOT DRIVE
FIELDING CRESCENT
CORAL DRIVE
FOLEY STREET
BELLINGHAM DRIVE
AUSTIN DR
BENKO AVENUE
EDWINA PLACE
EDWINA COURT
SHAMROCK COURT
THORLEY DRIVE
MUIR AVE
RICHARD CT.
RANFF DRIVE
MICHAEL AVE
SHERMAN AVENUE
UPPER GAGE AVENUE
SITE PLAN CONTROL BY-LAW NO 70-200
C/S-156
G/S-156a
D/S-156
FOLKSTONE AVENUE
LESTERWOOD STREET
LISA CT
LAWNHURST DRIVE
LOCKTON CRESCENT
DE-2/S-156b
D/S-492
D/S-665
R-4
LIMERIDGE ROAD EAST
D/S-667a
D/S-416
D/S-676
D/S-507
D/S-517e
C/S-636
LEGGETT CRES
DE/S-156
E-2/S-156
LEGGETT CRESCENT
MOUNTAIN FREEWAY
AA
C
D
E
H

8g iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 3

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Merrilee Crescent and Rockview Avenue and Crerar Drive and Rockview Avenue - Intersection Control. [TEC-56-91]

RECOMMENDATION:

a) That southbound traffic on Merrilee Crescent be required to stop for eastbound and westbound traffic on Rockview Avenue; and

b) That eastbound traffic on Rockview Avenue be required to stop for northbound and southbound traffic on Crerar Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

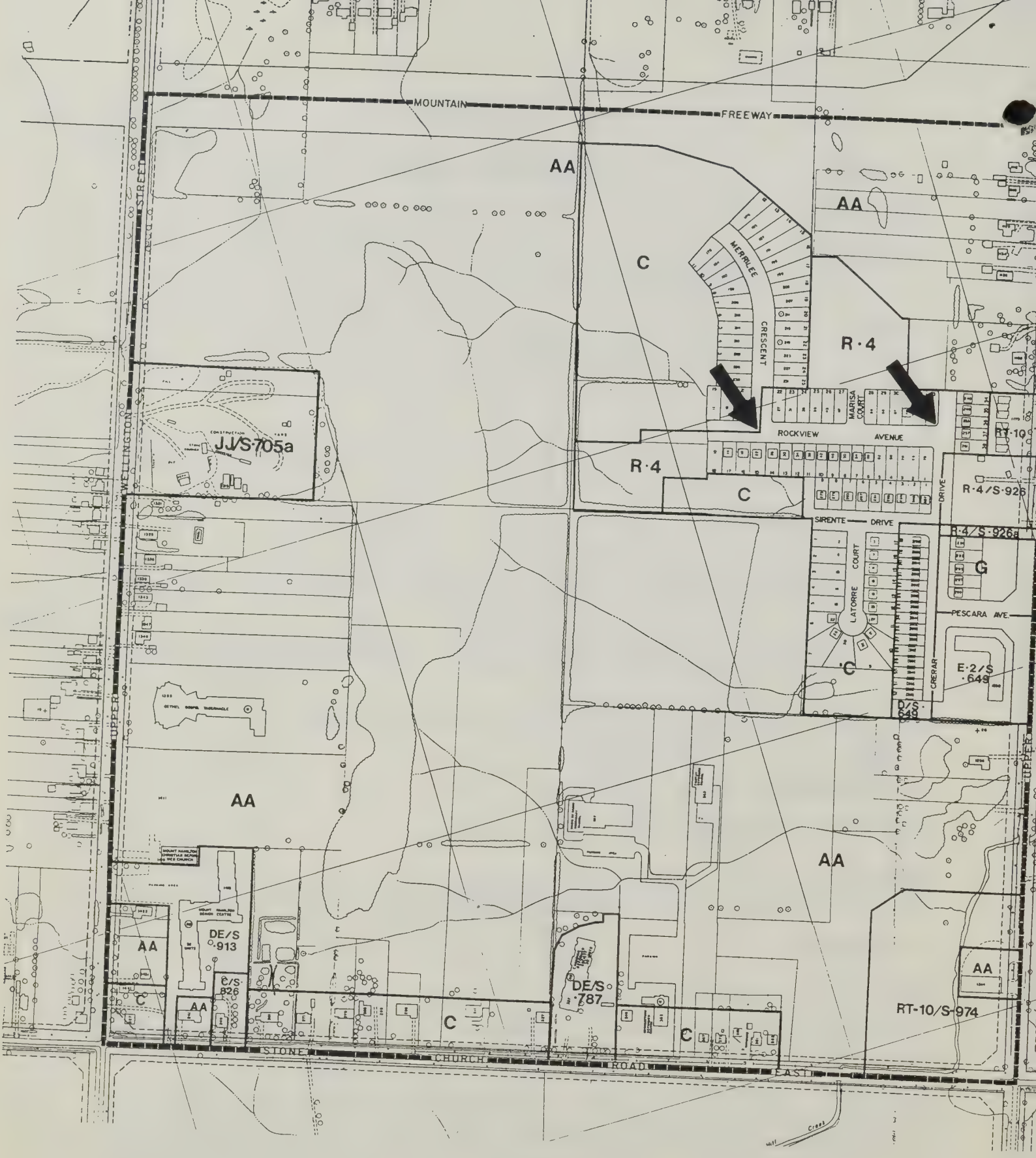
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Tom Kane, 210 Merrilee Crescent, that stop control be implemented at the intersections of Merrilee and Rockview and Crerar and Rockview.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Therefore, as a safety measure related to the right-of-way at the intersections, the Traffic Department recommends erecting a stop sign on the stem of these "T" type intersections such that southbound traffic on Merrilee would be required to stop for eastbound and westbound traffic on Rockview and eastbound traffic on Rockview would be required to stop for northbound and southbound traffic on Crerar.


MOUNTAIN
FREEWAY
AA
AA
C
MERRILEE
CRESCENT
R·4
MARISA COURT
ROCKVIEW
AVENUE
RT-10
R·4
C
R·4/S·926
DRIVE
SIRENTE
DRIVE
R·4/S·926a
G
LATORRE COURT
PESCARA AVE.
C
E·2/S·649
D/S·649
CRERAR
JJ/S·705a
WELLINGTON
UPPER
AA
AA
DE/S·913
AA
C
E/S·826
AA
C
DE/S·787
C
AA
AA
RT-10/S-974
STONE
CHURCH
ROAD
EAST

9.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 17

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Alderman B. Hinkley, Chairman
Public Meeting Regarding Pedestrian and Traffic Safety

SUBJECT: **Pedestrian Safety Public Meeting**

RECOMMENDATION:

That the Traffic Department be directed to draft a report for submission to the Transport and Environment Committee based on minutes and submissions of the Pedestrian Safety Public Meeting held on April 8, 1991.

Brian Hinkley

Alderman B. Hinkley

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On October 22, 1990 a report came before the Transport and Environment Committee from the Director of Traffic Services regarding reduced speed limits on roadways in the vicinity of schools. At that time, the Committee resolved:

> That a public meeting be called regarding pedestrian safety;
>
> That the representatives from the City Traffic Department, the Hamilton Board of Education, the Hamilton Safety Council, and the Home and School Association jointly determine the format of such meeting;

That Alderman Hinkley act as Chairman of the meeting;

And that the Director of Traffic Services report back to the Committee with the findings of this meeting.

As a result, the public meeting was advertised in the paper and held on Monday April 8, 1991 in the Council Chambers.

Attached are minutes of the meeting and submissions from which the Traffic Department may prepare a report.

Monday, 1991 April 8
7:00 o'clock p.m.
Council Chambers

Public Meeting Regarding Pedestrian and Traffic Safety.

Present:

Alderman B. Hinkley, Chairman
Alderman M. Kiss
Alderman V. Formosi

Also Present:

Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. H. Solomon, Traffic Department
Ms. T. Agnello, Secretary

Alderman Hinkley thanked those present for attending and read the motion passed at the Transport and Environment Committee meeting of 1990 October 22 giving him the mandate to chair the meeting.

Alderman Hinkley explained that the purpose of the meeting is to receive presentations on general matters relating to pedestrian safety. The main focus is traffic as it relates to pedestrian safety.

Following this meeting minutes will be drafted and a report generated to the Transport and Environment for consideration.

Alderman Hinkley introduced the Aldermen and staff and then opened the floor to a staff presentation.

Staff reviewed a presentation in two segments:

1) general background statistics on accidents in the City of Hamilton and

2) type of traffic programs currently in existence in the City of Hamilton.

Alderman Hinkley opened the floor to the public and the following organizations and individuals came forward:

1. A Pedestrian Traffic Safety brief entitled "I think I know what the problem is. Let's discuss it" was presented by the following people:

Angela Maloch	4 Beulah Ave., Hamilton, L8P 4G9
Wendy Moore Spors	14 Miles Crt., Hamilton, L8P 4G6
Constance Wesley	47 Beulah Ave., Hamilton L8P 4H4

The ladies outlined the steps taken to request a crossing guard at a signalized crosswalk and frustration at the bureaucracy involved.

They proposed that the Traffic and Police Department change priorities where vehicular traffic is second to that of pedestrian's safety and that the Traffic and Safety department be responsible, responsive and respectful of citizens' concerns.

They proposed that the Traffic Department examine and improve its study methods, that neighbourhood groups be advised of any changes in their area, and that a pamphlet be developed to guide citizens with regard to traffic requests.

They suggested that the City Traffic Department change its name to the Pedestrian and Traffic Department.

They requested that the Board of Education broaden its responsibility regarding safety.

They concluded by suggesting that an independent group study the briefs and request a meeting with those present to review results.

2. Mr. Ron Smith of the Hamilton Automobile Club, 393 Main Street East, Hamilton, was present to submit a brief to those present. He highlighted present programs being offered for children ages 3 to 6 and seniors 55 and over regarding traffic safety.

   Mr. Smith stressed the fact that traffic safety should be a concern at all times; not only during school hours.

   Driver awareness and education are the main issues, according to Mr. Smith, who stated that money to be spent should be used for safety lessons for school children.

3. Mr. Harry Koeing of 50 Rivercrest Road, Hamilton, L8E 1M9, was present to speak about bicycles on the road. He recommended that a separation be made of motorists, pedestrians and bicyclists with the use of bicycle paths. He also suggested that signalized pedestrian crosswalks be implement.

4. Mr. Bob Brown, 106 Birchcliffe Crescent, Hamilton, L8J 4K8, and Mr. Wallace Parsons, 49 Chestnut Ave., Hamilton, L9L 6K8 of Hamilton Bikeways Citizen's Group were present to submit a brief, (C) which made 15 recommendations in total regarding Pedestrian Motor Vehicle and Bicycle Safety summary attached hereto an appendix (D).

5. Ms. Bernice Price of the Hamilton Safety Council was present to present a brief (E) on behalf of Connie Chudyk, President of the Safety Council.

   The Safety Council made recommendations regarding ridged wheelchair ramps, education to the public, snow cleaning of sidewalks, painting of crosswalks and bicycle and skateboard laws.

Mrs. Price submitted a letter from a concerned resident regarding removal of snow on sidewalks and requested that it be directed to the appropriate department.

6. Margaret Campbell, 58 Purvis Drive, Hamilton, L8S 2S4, President of the Hamilton Council of Home and Schools Association was present to review a brief. (F)

Through a survey the Home and School Association has determined the following as being the main pedestrian concerns:

-speed limits
-on street parking
-volume of traffic
-traffic lights
-condition of sidewalks and curbs

Mrs. Campbell concluded by advising that the Dalewood House and School Association is presenting 2 resolutions to the Ontario Federation of Home and School Associations a) mandating the use of bicycle helmets for all cyclists age 5 and older and passengers transported in bicycle mounted child carriers and b) that the Federal Department of Consumer Corporate Affairs force bicycle helmet manufacturers to meet Canadian safety standards.

7. Mr. Ken Hawkins resident of 79 East 33rd Street near Concession Street, was present to speak on the problems that elderly and disabled people are encountering in crossing Concession Street to access I.G.A. He requested that a crosswalk in this area be seriously considered.

8. Ms. Kim Shephard a public health nurse with the Hamilton-Wentworth Department of Health Services, 25 Main St. W., 4th Floor, presented a brief entitled "Prevention of the Child Pedestrian Injuries Epidemic in Hamilton-Wentworth - A Call to Action" (G) She also distributed copies of an Infowatch regarding child pedestrian Injuries in Hamilton-Wentworth. (H)

She provided child collision data for 1987 in the City of Hamilton and concluded that exceptional numbers of injuries occur in the North End East, Lansdale, Gibson, Stipley, Crown Point East and Kirkendall South.

She identified the following common concerns:

-speeding vehicles in school zones.
-schools and children separated by busy through fares
-limited enforcement of speed limits
-residential areas enduring large volumes of through traffic.

Recommendations were made as follows:

-reduce speed in school zones
-more police surveillance and enforcement of speed limits
-review of one-way street and coordinated traffic control systems
-increased communication between City staff and public
-roadway changes in 6 neighbourhoods with high rate of pedestrian inquiries

9. Marlene Gibson, 91 Haddon Avenue North L8S 4A4, president of the Home and School Association at Dalewood School was present to advise about concerns that the parents at Canadian Martyr's School has with the 70 km/h speed limit on Main Street within an area where 5 schools exist. She felt that the speed limit on Main Street between Cootes to Dundurn be made 50 km/h.

10. Bruce Rosbrook of 105 Cumberland Avenue expressed concern over excessive speed limits on Cumberland Avenue in his neighbourhood as a result of a four-way stop intersection at Sherman Avenue and King Street. He was also concerned with the fact that sidewalks are present on only one side of the road. He suggested that speed limit signs be posted along Cumberland and that one-way streets be changed to allow two-way traffic.

11. Sergeant Stewart Jones of the Community Services Branch of the Regional Police Department, 155 King William Street, P.O. Box 1060, Station A, L8N 4C1, was present to discuss traffic concerns, especially as they relate to children.

    He advised that a report is presently being drafted and will be forwarded to staff upon completion.

    Sergeant Jones encouraged input into school education programs in order to get parents and all adults involved in the process. He pinpointed children at levels from kindergarten to grade 10 as the key forms of safety and/or education programs.

    He concluded by stating that he hopes community co-operation will continue in a forum such as the public meeting presently being conducted and he will be willing to work with individuals or groups. (I)

12. Dr. Peter Knight, M.D., Chairman of the Council on Road Trauma was present to present an audio visual presentation and submit a brief entitled "A Community Response to Death and Injury on the Highways".

    He explained that his group acts as a forum to develop road and safety programs and prevent accidents and reduce effects of crashes.

    He stressed four thrusts of the Council on Road Trauma being:
    -Engineering
    -Education
    -Enforcement
    -Encouragement

Solutions he suggested; the development of innovative programs which involve all segments of the community. Target groups should organize and seek funding for implementation of these programs. He suggested that a Pedestrian Safety Coalition be formed with private sector support.

The Council on Road Trauma is willing to co-ordinate a meeting among groups.

13. Mr. Marc Mochon, 50-422 Cathcart Street, Hamilton, felt that there are too many traffic signs in the City. He suggested that signed pedestrian crosswalks be introduced in Hamilton. He suggested the use of speed bumps on public streets as is the case in Windsor and Drummond Ville, Quebec. He felt that there is a parking problem downtown.

14. Mr. Todd Harris, 415 Cannon Street East, Hamilton, was present to inform those present that M.T.O. uses a glass bead/plastic composition mix for its' line painting which lasts 5 to 8 years. He suggested that the City look into this process for efficiency and effectiveness in the long-term.

15. Mr. Larry Chambers, Epidemiologist at the Hamilton-Wentworth Department of Health Services, 25 Main Street West, 4th Floor was added to Ms. Kim Sheppard's presentation. He expressed interest in helping to set up a committee on pedestrian safety and traffic.

Upon conclusion of all the reports Alderman Hinkley advised that a list of all groups and individuals who have voiced concerns will be circulated.

Alderman Hinkley informed those present that minutes of this meeting will be drafted after which time a preliminary meeting will be held with these groups mandated by the Transport and Environment Committee and then a report with recommendations will be forwarded to the Transport and Environment Committee.

A discussion ensued regarding timing of answers to concerns. It was felt that 3 to 4 times would be required to properly review and assess all concerns.

There being no further submissions the public meeting adjourned.

Pedestrian and Traffic Safety Contact List

Angela Maloch, 4 Beulah Avenue, Hamilton L8P 4G9

Wendy Moore Spors, 14 Miles Court, Hamilton L8P 4G6

Constance Wesley, 47 Beulah Avenue, Hamilton L8P 4H4

Ron Smith, Hamilton Auto Club, 393 Main Street East, Hamilton L8N 1J7

Harry Koeing, 50 Rivercrest Road, Hamilton L8E 1M9

Bob Brown, Hamilton Bikeways, 106 Birchcliffe Crescent, Hamilton L8J 4K8

Wallace Parsons, Hamilton Bikeways, 49 Chestnut Avenue, Hamilton L9L 6K8

Bernice Price, Hamilton Safety Council, 405 East 13th Street, Hamilton L9A 4A3

Margaret Campbell, Home and School Association, 58 Purvis Drive, Hamilton L8S 2S4

Ken Hawkins, 79 East 33rd Street, Hamilton L8V 3T3

Kim Shepard, Department of Health Services, 25 Main Street West,
4th Floor, Hamilton L8P 1H1

Marlene Gibson, Home and School Association, 91 Haddon Avenue North, Hamilton L8S 4A4

Bruce Rosbrook, 105 Cumberland Avenue, Hamilton L8M 1Z2

Sergeant Stewart Jones, Regional Police Department, 155 King William Street,
P.O. Box 1060, Station "A", Hamilton L8N 4C1

Dr. Peter Knight, M.D., Council on Road Trauma, 224 James Street South, Hamilton L8P 3A9

Marc Mochon, 50 - 422 Cathcart Street, Hamilton L8R 3J7

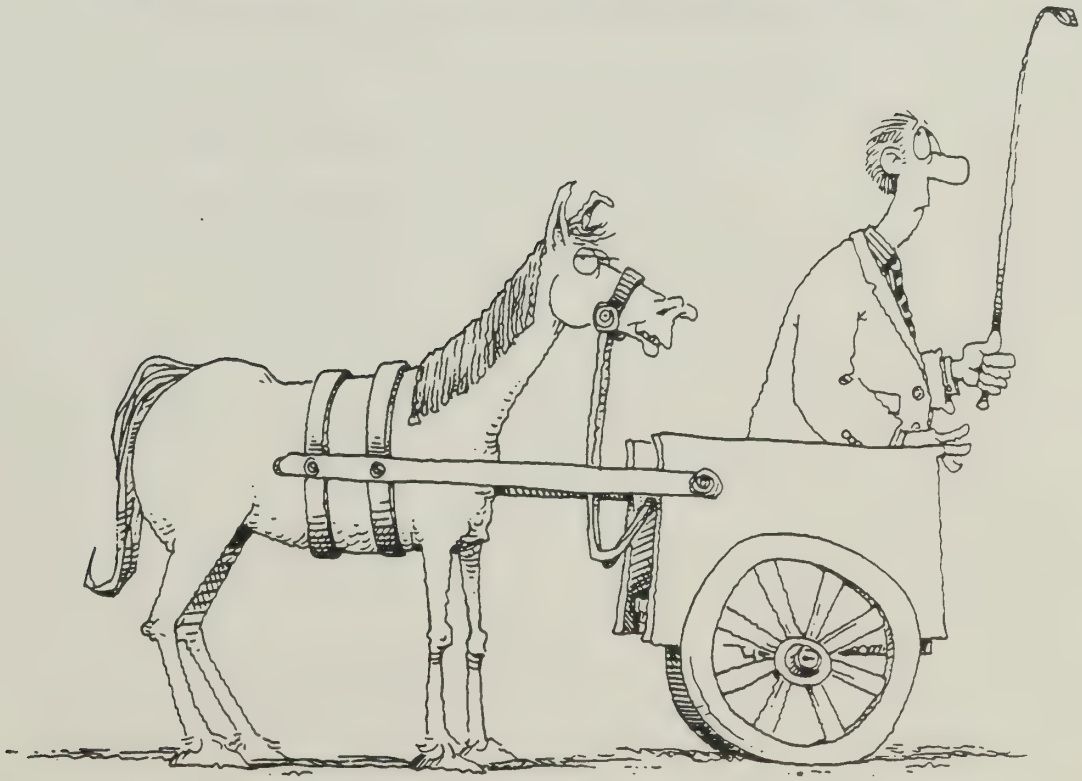
Todd Harris, 415 Cannon Street East, Hamilton L8L 2C7

Larry Chambers, Department of Health Services, 25 Main Street West,
4th Floor, Hamilton L8P 1H1

Bob Butrym, CET, Senior Traffic Analyst, Halton Hills, 1 Halton Hills Drive,
P.O. Box 128, Halton Hills, L7G 5G2

(A)

I think I know what the problem is.



Let's discuss it.

PEDESTRIAN TRAFFIC SAFETY BRIEF

REPORT PREPARED BY:
Angela Maloch
Wendy Moore Spors
Constance Wesley

April 8, 1991

TABLE OF CONTENTS

WHY WE ARE PRESENTING A BRIEF.

We are a group of three mothers who have had a great deal of experience in fighting to make our children's walk to and from school safer.

The issues we have fought have given us an interesting insight into the area of pedestrian safety. We have come to some understanding of how the system which is responsible for the safety of Hamilton's pedestrians works.

Having hit every impediment placed in the way of maintaining and/or improving pedestrian safety, we feel that we can report to this Public Meeting that the system is greatly lacking! We know because we've been there.

We propose to explain to you what happens when a citizen or a group of citizens attempts to make their neighbourhood safer.

A CITIZEN SEES A PROBLEM

Let's suppose that a fictional citizen observes something in her neighbourhood that she feels jeopardizes pedestrian safety. To make this easier to follow, let's pretend that this citizen, a mother, has noticed for years that an intersection that her children must cross to get to and from school, is extremely dangerous. She herself is nervous crossing this intersection, even though it has traffic lights.

Her instincts tell her that if she has problems crossing and has witnessed several near accidents, then her children are even more at risk as they do not have the maturity to be as cautious as adults are when crossing this street. She decides she must do something. At the very least, she decides that this corner needs a crossing guard!

What does she do?

1) She talks to other mothers and goes to the Home & School to see what can be done.

The response is: "We all feel very uneasy about that corner and agree something must be done but you won't get anywhere, others have tried before."

2) The mother assumes that a call to the Police department in charge of the school crossing guard program would get her a sympathetic ally. She assumes that a person in charge of a program like this would be greatly concerned about child safety.

The response is: "If we put a crossing guard there, we would have to put one at every intersection." & "That corner is safe and does not need a crossing guard. Besides, we could never get a guard to work that corner because it's too dangerous!" The contradictions are apparent to the mother, but not to the Police representative.

3) The mother approaches the school to see if she can get some assistance.

The response is: "We back you all the way and will help whatever way we can but we do not have the authority to get past the bureaucracy either." Is there a position at the Board of Education responsible for safety? "No, the safety person looks after employee and children's safety only on school property, not on the way to and from school".

4) She calls her aldermen.

Finally an action orientated response: "We agree with you and are willing to help you. We will contact the traffic department and see what can be done."

5) The traffic department responds to the aldermen:

-"This has been looked at before and has been turned down." This argument is meant to add weight to what comes next.

-"Our traffic studies show that this is one of the safest intersections in the city." The mother wonders where this comes from considering the number of near collisions and accidents she herself knows about and remembers this statement two years later when she finds out that the neighbourhood is rated as being one of the worst in the city for children's pedestrian safety. (This really happened to us!)

-"We have gone to a great deal of trouble in the past to post

signs at the intersection explaining how to use the pedestrian signals." The mother questions this, the signs are posted at the height of 5' and are written. Her children are not that tall and cannot read. Besides, it's the cars and trucks that are making the dangerous moves, not the pedestrians.

-"We don't have the funds to man every dangerous intersection that has traffic lights with a crossing guard. It is simply <u>not cost effective</u>!" The mother begins to fume as she wonders what the City considers the cost of one child's life.

This is often the end of the road for the hypothetical citizen. She does not feel that she has any power in the face of such formidable opposition. The alderman offers to take the problem to the Transport & Environment Committee, speaks eloquently, but the weight of the Traffic Department's report and recommendations is often overwhelming. The alderman has also told the citizen that she may make a presentation to the committee. In our judgement, this is the only forum that the citizen currently has available to try to make a change. A well-organized and well-presented brief could sway the politicians minds. The citizen would have to do a great deal of work, make a great many phone calls, research the problem and show the necessity for change. The citizen will also get further if he/she is able to explain exactly what needs to be done. He/she may even have to point out the City's liability should it not improve the safety.

Our question is: "Why is it the citizen's responsibility to protect our pedestrian's safety? Why aren't the people whose salaries are paid by our tax dollars taking care of our children's safety? It is the citizen's responsibility to report safety concerns, not fight tooth and nail to get them."

THE PROBLEM

The people who's job it is to make the city safe for pedestrians are not doing their jobs. We are not talking about the politicians, but rather the bureaucrats from both the Traffic Department and the Police Department upon whose recommendations the politicians base their decisions. We want to know the reasons why.

-Have they been given enough expertise to deal with these problems?

-Are they given the impression by the politicians and taxpayers that economics are more important than safety?

-Is their mandate to improve traffic flow at pedestrians peril? Has someone lost sight of the fact that pedestrians pay taxes, automobiles don't?

-Why do they act first and consider the ramifications to pedestrian safety only after they present themselves?

-Is there no one in the Traffic Department or Police Department who specializes in the special needs of children and seniors? If there is, why have we seldom seen them stand up for children's safety?

-Why do the bureaucrats always seem to be the major stumbling block for change with regards to pedestrian safety?

-Why do the studies presented by these departments appear to have little in common with what the ordinary citizen sees?

-Why are changes allowed to be made around schools during the summer months, when there are no parents or principals available to voice their concerns? Why isn't the school board notified of any changes to pedestrian traffic near schools and why isn't the school given a chance to discuss the situation with the parents and voice its concerns before permits are written or changes made?

-We have had an occasional positive response from the Traffic Department and good results have occurred. Mr. Hazell has been very helpful with some of our school's concerns. Why is this not the rule rather the exception?

Our group has been very successful in making our concerns known and having changes made, but we have had to work tremendously hard to do so. Nothing that is so intrinsically right should be so hard to gain.

We may happen to be well organized and we may have the time and skills to prepare our case well, but what about the legitimate concerns of the people who don't have the time or the skills. The process of presenting briefs to the committees is very intimidating. How many safety issues are buried because people are not trained as average citizens to make presentations at City Hall? Are their ideas lost forever?

THE SOLUTION

Traffic & Police Department: A Change In Priorities

We propose that the City's Traffic Department & the Police Department drastically change their philosophy. We commend them on making Hamilton one of the best cities to drive through. Now we challenge them to make Hamilton one of the best cities to walk through. We no longer want to live in a city where the car is king! Let's create a new philosophy: Pedestrian safety at any cost and that the requirements of vehicular traffic are second to that of pedestrian safety.

We want these departments to fight for the safety of pedestrians, not block the way with obtuse studies and reports. We want the Traffic and the Police Departments to be flexible in the face of citizen's concerns. We are asking for Traffic & Police Safety Departments that are not only responsible but also responsive to and respectful of the concerns of the citizens of the community.

If an area has an incredibly good safety record and yet the residents are complaining about a problem, we want the records questioned and we want the department to look at the neighbourhood for answers. Perhaps the reason that a certain intersection has a good record for accidents involving children is because the parents recognize the danger and refuse to let their children walk to school without an adult. There are often many reason for results of a study to be misinterpreted.

We suggest that the Traffic Department examine and improve its study methods, they are obviously not reflecting what is always happening and we want to know why. For example, why have we been told for years the Aberdeen & Dundurn Area is very safe and yet it has been targeted as an area where "Pedestrian Injuries among Children" are high. (Health Priorities Analysis Unit Publication.)

We want the departments to inform neighbours and schools of any changes in an area and to learn to recognize which changes will affect pedestrians, especially children. Give the neighbours adequate time to respond prior to permits being granted and stop making any changes around school zones during the summer months when there is no one available to assess the possibilities.

We suggest that the process by which citizens can express their concerns be made less intimidating. Perhaps a pamphlet needs to drawn up to help guide people through the process.

In accordance with a change in philosophy, perhaps the department should consider changing its name to the PEDESTRIAN AND TRAFFIC DEPARTMENT.

The Board of Education: A Broadening of Perspective

We urge the Board of Education to empower it's Principals with the ability to request improvements to safety for the children who are in the school's area, not just their safety on school grounds. These people are very resourceful and often bring to the community a lot of experience from other schools and should be considered valuable assets to be used!

We want the Board of Education to share any information it receives from the city regarding changes to neighbourhoods with the Home & School or interested parents for their input.

We also urge the Board to broaden the responsibility of the Safety Position it already has so that this person can also be a resource for safety in the school area, not just on school grounds.

The Citizen: The Person Who Knows What Is Needed And Must Be Listened To

We want the average citizen to be encouraged to come to the city with concerns and to have more than the welcome mat put out. People need help getting their concerns across, compiling research etc. and frankly, we feel that this should be the job of the Traffic Department.

The Transport & Environment Committee is making an important first step in helping the citizen to have his say by holding this meeting. We challenge you now to take the briefs that have been presented and have them evaluated by an independent committee and develop a policy towards Pedestrian Safety that will be a model for other cities to follow. We understand that the briefs being presented tonight are to be forwarded to the Traffic Department. We feel that it is this department that hinders Pedestrian Safety improvements. What is the use of all of these presenters going to all this work, to have their reports end up in the Traffic Department. What was all this effort for? What was the real reason for this forum if not to make real changes?

We request an independent group to study the briefs and we request a meeting with all concerned to review the results or we are afraid that the only value of this whole exercise will be to make the politicians and the bureaucrats look good. We do not want to just to be patronized and placated. We demand the right to be listened to seriously and we demand that action be taken on the basis of these reports.

We have brought some buttons with us tonight that have the slogan: "Pedestrians are #1 in Hamilton". We challenge this Committee to put on these buttons and make changes so that the slogan becomes Truth not Fiction!

Mr Smith

B

PEDESTRIAN & TRAFFIC SAFETY PUBLIC MEETING
CITY HALL, APRIL 8TH, 1991, 7:00 P.M.

THE HAMILTON AUTOMOBILE CLUB HAS A GREAT CONCERN FOR PEDESTRIANS AND MOTORISTS ALIKE FROM OUR PRESCHOOL CHILDREN IN TRAFFIC PROGRAM HAVING BEEN USED IN NURSERY SCHOOLS FOR YOUNGSTERS 3 TO 6 YEARS OF AGE TO OUR 55 PLUS PROGRAM WHERE WE HAVE SEMINARS TO KEEP THE OLDER DRIVER ON THE ROAD DRIVING SAFER FOR A LONGER PERIOD TO TIME.

WE HAVE "SCHOOL'S OUT--DRIVE CAREFULLY", AS WELL AS OUR "SCHOOL'S OPEN--DRIVE CAREFULLY" SAFETY PROMOTIONS.

WE HAVE HANDED OUT TO SCHOOLS TENS OF THOUSANDS OF LESSON GUIDES AND POSTERS OVER THE YEARS.

WE ARE ALSO THE SPONSOR OF SCHOOL PATROLS IN HAMILTON-WENTWORTH, HALTON REGION, HALDIMAND/NORFOLK, AND BRANT COUNTY.

IT IS THE CLUB'S BELIEF THAT STUDENTS SHOULD BE CONCERNED ABOUT TRAFFIC WHENEVER THEY ARE ON THE STREETS -- NOT ONLY AT SCHOOL TIMES.

IF STUDENTS GET THE IMPRESSION THEY ARE PROTECTED BY LOWER SPEEDS OF FLASHING LIGHTS -- IT PROVIDES FALSE SECURITY AND TAKES LONGER FOR STUDENTS TO LEARN TRAFFIC SAFETY IN OTHER AREAS THEY WALK.

SHOULD LOWER SPEED LIMITS BE IMPLEMENTED IN SCHOOL ZONES, A PROBLEM THEN EXISTS THAT THESE LOWER LIMITS APPLY FULL TIME, 24 HOURS A DAY, 365 DAYS A YEAR.

THE TRAFFIC DEPARTMENT SURVEY STATES THAT POLICE DEPARTMENTS CANNOT AND WILL NOT ENFORCE THESE AREAS IN NON-SCHOOL HOURS. THIS BECOMES A SOURCE OF MISUNDERSTANDING AND IRRITATION BETWEEN THE PUBLIC AND THE POLICE DEPARTMENTS.

WE BELIEVE THAT DRIVER AWARENESS OF THE PRESENCE OF PEDESTRIANS OF ALL AGES AT ALL TIMES OF THE DAY IS A VERY IMPORTANT PART OF PEDESTRIAN SAFETY.

PROLIFERATION OF DEVICES SUCH AS SIGNS AND SPECIAL REGULATIONS ARE DISTRACTING AND SEEM TO BE UNREASONABLE CREATING A DISRESPECT THAT COULD DIMINISH SAFETY OVERALL.

WE BELIEVE HAMILTON HAS SEVERAL POSITIVE SAFETY ASPECTS FOR THE PEDESTRIAN.

PEDESTRIAN SIGNALS AT SIGNALIZED INTERSECTIONS ARE STANDARD POLICY ONLY IN HAMILTON.

ONE-WAY STREETS IN HAMILTON HELPS LESSEN THE CONFUSION TO THE PEDESTRIAN.

RAMPS AT ALL CORNERS NOT ONLY HELP THE PEDESTRIAN, BUT THE HANDICAPPED.

THERE ARE OF COURSE, TRAFFIC PROBLEMS WE FIND HAZARDOUS TO OUR WALKING PUBLIC - THE HEAVY TRUCK TRAFFIC WE ARE FACED WITH IN OUR DOWNTOWN AREA.

THIS PROBLEM WILL OF COURSE, GO AWAY ONLY WHEN WE HAVE THE PERIMETER ROAD - AND LEGISLATION TO GET THESE VEHICLES OFF THE CITY STREETS.

WE BELIEVE THAT IF MONEY IS TO BE SPENT, IT SHOULD GO TO THE POLICE DEPARTMENT SO THEY CAN HAVE A GREATER PRESENCE IN SCHOOLS AND PROVIDE MORE TRAFFIC SAFETY LESSONS TO THE STUDENTS.

LESSONS THAT WILL PROTECT THE STUDENTS A LIFETIME - NOT A PROGRAM OF FLASHING LIGHTS OR REDUCED SPEEDS THAT WILL BE FORGOTTEN AFTER LEAVING THE SCHOOL AREA.

C

PEDESTRIAN, TRAFFIC AND BICYCLE SAFETY

A submission to the Pedestrian Safety Meeting Group, and the Transport and Environment Committee of Hamilton City Council by HAMILTON BIKEWAYS Citizen Advisory Committee.

While the primary concerns of Hamilton Bikeways are the encouraging of cycling as recreation and transportation, the provision of suitable facilities for cycling, and traffic safety as it applies to the cyclist, none of these concerns can be addressed without examining them within the broader context of general traffic regulation.

This is particularly true with regard to safety and such considerations must be reconciled with other goals such as the facilitation of traffic flow, access to shopping, business, employment and recreation facilities, reduction of noise levels and pollution.

This presentation will address three basic groups of road users: Pedestrians; Motor Vehicles; and Bicycles. In keeping with your stated purposes it will not address concerns relating to specific locations or neighbourhoods. These will be used, where appropriate, as illustrations for clarity, and should only be regarded as such.

...2/

A) PEDESTRIANS

Too many pedestrians in Hamilton appear to be their own worst enemies, placing themselves unnecessarily at risk while simultaneously creating traffic hazards. Not only do they have no regard for traffic lights, many appear to deliberately wait for the red light or "Don't Walk" signal before crossing, as if they were issuing a challenge to motorists, playing in traffic with an ongoing game of "chicken". Between intersections and at uncontrolled intersections they will regularly cross with no regard for traffic and can even be observed standing in the middle of a traffic lane forcing motorists to stop or manoeuvre around them.

IT IS RECOMMENDED that the Hamilton Safety Council, in cooperation with the Police, undertake a program of safety education aimed not only at adults via the various media such as are used in seatbelt and impaired driving campaigns, but also at children, either by instituting new programs in the schools, or by further refining existing programs. Such education should also be incorporated into all driver education based on the self-evident premise that all drivers become pedestrians as soon as they leave their cars.

Such programs should be combined with tougher enforcement of existing laws against jay-walking. The term itself is too often regarded as a joke, but there is nothing funny about being summoned and fined. There is even less humour in being taken to the hospital or the cemetery.

At the same time, additional measures should be taken to make it easier for pedestrians to cross safely.

At the present time most of Hamilton's controlled intersections have pedestrian lights in addition to vehicular signals. These can be highly effective if obeyed. However, at many intersections the "walk" signal is not up long enough for a pedestrian to complete the crossing, particularly older, or otherwise slower moving individuals. This can be seen at some mountain intersections where the streets are very wide or at some complex intersections (e.g. Cannon-Sherman, King-James) where the patterns are complex. Recommend consideration of longer duration "walk" signals.

The afore-mentioned measures are essentially refinements of systems already in place.

A major improvement in pedestrian safety can be achieved by the institution of a system whose value has proven itself elsewhere. This reference is to a system of pedestrian crosswalks of the type protected under the Highway Traffic Acts and widely used for over two decades in Toronto.

...3/

When originally proposed, these crosswalks were the objects of considerable debate and, after their introduction were widely criticised as actually contributing to pedestrian accidents. However, experience has shown that initial problems were due largely to unfamiliarity on the part of pedestrians and motorists.

With the passage of time this problem has largely disappeared, coupled with improved methods of identifying appropriate locations and signing they have proven their effectiveness in reducing pedestrian accidents. Today, even though specific crosswalks have been subjected to widely publicized criticisms, no one of any credibility has seriously considered any suggestions that they be abolished.

THEREFORE, IT IS RECOMMENDED that the City of Hamilton and the Regional Municipality of Hamilton-Wentworth make a serious study of the system of Pedestrian Crosswalks as defined in the Highway Traffic Act with a view to implementing such a system.

B) MOTOR VEHICLES

The operation of Motor Vehicles and the regulation of Motor Vehicle Traffic are subject to Provincial Legislation, primarily the Highway Traffic Act, which also sets out the areas in which municipalities may legislate. No municipal by-law may act contrary to the H.T.A. This Act also provides for wide areas of municipal control.

Much emphasis has been placed on maintaining smooth traffic flow in establishing Hamilton's traffic control signal system, and its network of one-way streets. To this end they have been remarkably successful. But it is here suggested that this success is often at the expense of safety and access to residential roads.

One-way streets are mainly useful in moving large volumes of traffic through a section of the city. Consequently, they tend to discourage motorists from pulling over for shopping to the detriment of local businesses along the routes and even presenting difficulties to residents attempting to enter or exit from their own driveways. Serious problems can develop along wide multi-lane one-way streets with a large number of intersecting residential streets such as King, Main, Cannon, and Wilson. Anyone entering such thoroughfares from one side, proceeding a distance along the multi-lane, one-way road and exiting on another street on the opposite side of the road must cross three or four lanes of traffic to reach the far lane for an exit on the far side. If the distance between exit and entrance is considerable, this may present few problems, but when they are only a few blocks apart, a dangerous situation is created. Lane changing is among the most common cause of accidents and any condition which encourages or forces such changes increases the risk of accidents.

...4/

The most notorious example is the area of Locke Street between King and Main, where southbound traffic on Locke, north of King, is forced to turn onto King Street West, cross several lanes to continue to Main Street, then cross a five lane thoroughfare to return to Locke Street southbound. However, King and Locke has a high accident rate due to motorists speeding north on the only one-way section of Locke Street.

It is common knowledge that a great number of Hamilton's one-way designations appear to serve no useful purpose from the standpoint of safety. These often result in confusing and complicated traffic mazes for operators of vehicles to negotiate. Examples are the area south of the Centre Mall, or downtown, east of James Street South. While one can perhaps make a case for designating Charlton West and Herkimer as one way streets to facilitate traffic flow at the base of the mountain, do we really need to create mazes involving Robinson, Duke, Bold and the north-south cross streets?

IT IS RECOMMENDED that Hamilton conduct a reassessment of the current network of one-way streets, and review and set new criteria for such designations with a greater emphasis on their impact on safety.

Closely related to the one-way street problem is the question of turn prohibition. It can be stated with confidence that the majority of left-turn prohibitions other than those related to one-way streets are intended to prevent turning vehicles from blocking traffic at peak times on busy routes. Few such prohibitions can be justified late in the day. It would be so much safer for vehicles to turn at a control light rather than be forced to proceed to a residential street to make the turn, especially in winter when such streets are more difficult to travel.

Therefore, **IT IS RECOMMENDED** that a greater consistency be followed in turn designations involving one-way streets. At present, one may encounter a "No Left Turn" at one intersection and a "Right Turn Only" at another similar intersection.

The present system of street identification signs is such as to reduce a driver's attention, especially along main arteries. These signs are too small to be easily read from a distance in a moving vehicle, especially at night. Frequently only one sign is placed at one corner, with no consistent pattern, and mounted in such a way as to be easily re-oriented by practical jokers. Drivers devote too much attention to locating street signs, often having to turn off at the last moment, especially visitors or those unfamiliar with the neighbourhood. Even taxi drivers often encounter this problem.

Therefore, **IT IS RECOMMENDED** that street signs along traffic arteries be replaced with larger, self-illuminated signs which include the nearest street number of the main artery involved, and that these signs be placed at all four corners of the intersection, close to the curb, and on separate standards.

...5/

Hamilton has been experimenting with the conversion of conventional traffic signals to red-amber flashing signals during periods of light traffic. This is a good idea, as it reduces the incidents of motorists idling at red lights with no cross traffic anywhere in sight, pumping exhaust fumes into the air for pedestrians to breathe. This practice should be extended to more intersections with, perhaps, some changes in the times of changeover, particularly on weekends. It is realized that this may not be technically a simple matter at the present time, but can be readily implemented with the installation of computerized traffic control. Such a system makes possible the fine-tuning of control signals in accordance with changing traffic patterns and volumes. The value of computer control has proven itself in cities where it is used.

Since the implementation of computer control is a long term project, **IT IS RECOMMENDED** that the necessary studies begin as soon as possible.

C) BICYCLES

At first it might appear odd that a submission from the Bikeway Committee should lay such emphasis on pedestrian and motor vehicle safety, and leave bicycles to the last. As it happens, most of the legitimate goals of cyclists can best be realized within the overall context of traffic safety. Thus, the criticism of one-way streets are particularly important to the cyclist because he is more vulnerable to the consequences of an accident. Generally, a bicycle-auto collision has the same consequences for the cyclist as a pedestrian-auto collision has for a pedestrian, while even a low speed collision between bicycle and pedestrian can result in serious injury and even death for both parties.

However, there are several measures which can make life much safer for the cyclist.

Several roads in Hamilton would be ideally suited as alternate routes to main thoroughfares if they did not have stop signs at almost every intersection. The most notable examples are Roxborough and Dunsmure. These could easily be designated as Class III Bikeways with the removal of two-thirds of the stop signs and designating the respective cross streets as full stop intersections. Many of the remaining intersections could be made safer by designating them as four or three-way stops. It should be pointed out that frequent stops are more than a nuisance to the cyclist. A stop requires partial dismounting and remounting, and complex gear shifting, since the conventional ten-speed type bike cannot be shifted when it is stopped. Thus the cyclist is tempted to coast through such intersections, and even ignore the signs entirely.

One cannot simply argue that cyclists are required by law to obey all stop signs. There aren't enough police to man every intersection.

...6/

In any case, even the Supreme Court of Canada has ruled that laws must be reasonable to be respected, and this reasonableness must apply equally to their application and enforcement.

IT IS THEREFORE RECOMMENDED that the City of Hamilton reassess the existing system of traffic control using stop signs at the same time that it similarly reassesses traffic control signals and one way streets.

IT IS FURTHER RECOMMENDED that the requirements for a full stop be relaxed for bicycles to allow for cyclists to come to a near stop, consistent with remaining upright and facilitating gear changes, and proceeding if it is safe to do so, and coming to a full stop is necessary. This might require making representation to the provincial government for changes in the Highway Traffic Act.

IT IS FURTHER RECOMMENDED that Council mandate a policy on the part of both Traffic and Roads Department to develop a network of Class III Bikeways and that such a policy should be one of the considerations when conducting the studies and assessments recommended for this paper.

Such a policy should also be implemented with regard to any roads which, in the future, may be resurfaced or upgraded. In addition, where thoroughfares are involved, consideration should be given to the implementation of a Class II Bikeway, which involves setting aside a lane, usually on the right hand side of the direction of travel, and designated by suitable markings and/or barriers, for the exclusive use of bicycles.

Independently and in conjunction with other major developments, Hamilton should embark on the construction of Class I Bikeways connecting areas of recreation and linking up to Class II and Class III routes.

The key to the success of all regulations lies in the area of enforcement.

To this end **IT IS RECOMMENDED** that the City of Hamilton make representation to the Ontario Government to amend the Highway Traffic Act in such a way as to fully cover the bicycle and its rider in all areas except where specifically exempted.

Such amendments would particularly bring the bicycle and the cyclists under the licencing provisions of the Act. Such provisions would recognize the bicycle as a vehicle and subject to registration of adult vehicles such as those with 24" wheels or larger, and adult tricycles whose largest wheel is 24" or greater.

...7/

The bicycle (including adult tricycles) would be a classification in the operators' licencing system, and anyone riding such a vehicle on the road would be required to hold a valid permit classed as either Bicycle only, or Bicycle in combination with other types of vehicles such as passenger car, very much as the motorcyclist is now licenced.

It would be appropriate to set the qualifying age for the Bicycle Only class as low as 12 years when riding an adult bike and to proscribe the riding of undersized children's machines by persons old enough to be properly licenced.

The penalty for riding without a licence could be similar to that for so driving a motor vehicle, and the point system could be applied if the bicycle operator has a driver's licence in the event of traffic violations.

The most important benefit of such licencing would be to facilitate the enforcement of traffic laws as regards cyclists, and to introduce the concept of respect for such laws at an earlier age.

IT IS FURTHER RECOMMENDED that Hamilton make representation to the Government of Ontario to amend the Highway Traffic Act in such a way as to prohibit the operation of any vehicle covered by the Act including bicycles, on sidewalks or other pedestrian walkways in any municipality except as amended by said municipality. This will allow any city, including Hamilton, to take effective action against one of the most serious menaces to pedestrians and abuses by cyclists while still allowing exceptions where appropriate.

Finally, in order to facilitate the implementation of measures relating to cycling and cyclists, **IT IS RECOMMENDED** that the City of Hamilton hire a full time paid Cycling Co-ordinator whose functions would include co-ordinating the activities of all City Hall departments as they relate to cycling and providing liaison between department heads, elected representatives, cycling organizations and the general public. Such a person would be of special value in helping to formulate regulations and legislation and in steering legislation through appropriate bodies. The Co-ordinator could also act as a catalyst in determining cycling routes, planning roadway modifications, etc.

03/25/91

Hamilton BIKEWAYS

D

March 21, 1991

Mr. M. Hazell, Manager
Community Traffic Services
Traffic Department

Re: Public Meeting - Pedestrian and Traffic Safety

Dear Sir:

The following is a summary of the recommendations made in the presentation by Hamilton Bikeways Citizen Advisory Committee. Attached is a more detailed explanation of this summary.

A) PEDESTRIANS:

i) Recommended that the Hamilton Safety Council and Hamilton Police undertake an extensive public education program, and that such a program be included as part of Driver Education.

ii) Recommended that traffic signals be altered to take into account the realities of each intersection, especially the more complex ones.

iii) Recommended that police lay more emphasis on jay-walking law enforcement and be prepared to lay charges more often. It is suggested that such charges and ensuing court cases receive more publicity in the media.

iv) Recommended that Hamilton adopt the system of Pedestrian Cross-Walks as defined in the Highway Traffic Act and as now used in other cities, notably Toronto.

B) MOTOR VEHICLES:

i) Recommended that Hamilton reassess present criteria for establishing one way streets, with the possibility of changes to the existing network. Such criteria should be so structured as to minimize ad hoc designation that is presently demonstrated.

...2/

ii) Recommended the implementing of a higher proprotion of time related turn prohibitions to replace a large number of prohibitions now in effect.

iii) Recommended that turn prohibition signage be more consistent in form, for example, "no left turn", "right turn only".

iv) Recommended that Hamilton replace existing street name signs along major arteries with larger self-illuminated signs which incorporate street numbers. Signs should be placed at all four corners of intersections, close to the curb, and on separate standards. It is also suggested that street name signs at all intersections should be placed at each corner of the intersection.

v) Recommended that Hamilton begin immediately a study of the best way to incorporate computer control of all traffic signal lights. Since this is a long term project, we cannot afford to wait until the need becomes pressing.

C) BICYCLES:

i) Recommended that all studies and projects involving traffic include bicycles among those aspects to be considered. This includes the already recommended study of one way streets and stop signage, and signals.

ii) Recommended that Council adopt a policy of establishing a network of Class III Bikeways throughout the city, and Class II Bikeways where possible on major arteries, along with the construction of protected Class I Bikeways connecting recreation areas and major city areas (e.g. Mountain-Downtown).

iii) Recommended that the City of Hamilton make representation to the Government of Ontario to amend the Highway Traffic Act so as to fully integrate the bicycle and cyclist into those areas where it has jurisdiction.

iv) Recommended that the above pay special attention to incorporating the Bicycle into the present system of operator licensing including the point system, thus making law enforcement more meaningful.

v) Recommended that representation to the Government of Ontario to make the operation of any vehicle on any pedestrian walkway an offence under the Highway Traffic Act, except as exempted by Municipal By-law.

vi) Recommended that the City of Hamilton hire a full-time paid Cycling Co-ordinator to co-ordinate these and other recommendations, to act as liaison within City Hall and between City Hall and the General Public.

...3/

vii) Recommended that the City of Hamilton promote, through education, the adoption of safe cycling practices, including the use of appropriate safety equipment and adherence to rules of the road, as laid out in the Highway Traffic Act.

Respectfully submitted,

Bob Brown, Chairman
Bikeways Citizen Committee

Wally Parsons, Vice Chairman
Bikeways

Bernice Price

E

THE HAMILTON SAFETY COUNCIL

HAMILTON, ONTARIO, CANADA

Dedicated to the Prevention of Accidents

March 27, 1991

The Transport and Environment Committee
of Hamilton City Council
City Hall
71 Main Street West
Hamilton, Ontario

Re: Pedestrian/Traffic Safety in the City of Hamilton
Special Meeting April 8, 1991

HAMILTON SAFETY COUNCIL REPRESENTATIVE: MRS. BERNICE PRICE

The Hamilton Safety Council offers the following suggestions in regard to improving the pedestrian and vehicle traffic situation in our City.

1. Wheelchair ramps could be ridged in order to prevent falls in rainy or slippery weather.

2. An education blitz to re-educate the public, particularly seniors in the safe way to use the lights and push-buttons to control traffic at certain intersections.

   NOTE: The Hamilton Safety Council did a PSA (Public Service Announcement) along with Cable 14 in this regard.

   Educate drivers in this regard as well.

3. Proper enforcement of the snow clearing of sidewalks. There is a by-law so more reporting of the constant offenders is necessary.

   Enforcement of malls to clear their sidewalks of snow as well as their parking lots.

-Cont'd-

4. Better night time visibility at crosswalks - keep well painted.

5. More enforcement of bicycle and skateboard laws. (education)

   Publicize the Department of Culture and Recreation's locations for skateboarding.

6. Education blitz focused on drivers who weave in and out of traffic and to stop drivers from going through yellow lights and even red lights.

Trusting these suggestions will be of some help, I remain,

Yours truly,

Connie Chudyk

CONNIE CHUDYK
President

CC

Margaret Campbell

(F)

TO:THE TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: HAMILTON COUNCIL OF HOME AND SCHOOLS ASSOCIATIONS
PRESIDENT - M. CAMPBELL

RE: PEDESTRIAN SAFETY

Thank you for this opportunity to speak on behalf of parents who, are concerned with the safety of children and pedestrians in our city.

The following concerns were expressed by the members of our association:

- speed limits
  on-street parking
  volume of traffic
  traffic lights
  condition of sidewalks and curbs

As neighbourhood intensification increases so does traffic volume and on-street parking on residential roadways which leads to more hazards for pedestrians. More on-site parking is needed in areas of conversions of single family dwellings. The issuing of permit-parking only should be addressed in this regard.

Traffic lights at heavily-used intersections may not be sufficient at peak hours(in school areas) and school crossing guards should be considered. The education of students, parents and the public as to the role of the school crossing guard mustbe a priority, especially at the beginning of the school year.A media blitz at the end of summer would be a start. The home, the school and the community must continue the teaching of safety issues. Maybe "Elmer" should be redesigned so that young children are as aware of Elmer as they are of Ninja Turtles.

We must seriously consider the lowering of speed limits without impeding traffic flow. The use of flashing caution lights at designated intersections may be valid in certain neighbourhoods. Speed limits must be strictly enforced throughout the city along with no-stopping zones especially in school areas. Sidewalks and curbs need to be in excellent condition at all times in order ~~in order~~ to be safe for pedestrians.

The one area which needs improvement is the consultation process. Arbitrarily making changes in the community without that community's involvement produces angry, frustrated citizens. A long, arduous process should not be the norm in addressing problems. What is needed is a process of discussion, valid research and identified options all handled in a responsible, efficient and co-operative manner with neighbourhoods. Tonight,hopefully, is the beginning of that process.

Lastly, I have a document complied by the Dalewood Home and School Association which will be presented as two Resolutions to the OFHSA Annual Meeting on April 27, 1991 in Toronto.

Resolution 1 - attached
Resolution 2- attached

Thank you for your attention.

RESOLUTION # 1

POLICY STATEMENT:

Therefore be it resolved that OFHSA adopt the policy that all cyclists age five years and older, and passengers transported in bicycle mounted child carriers be legislated to wear bicycle helmets.

ACTION RECOMMENDATION:

Therefore be it resolved that OFHSA petition the Premier of Ontario, the Minister of Health and the Minister of Transportation to create legislation mandating the use of bicycle helmets for all cyclists age five years and older, and passengers transported in bicycle mounted child carriers.

Further be it resolved that OFHSA petition the following groups to endorse this resolution:

The Ontario Medical Association
The Ontario Nurses Association
The Ontario Secondary School Teachers Federation
Ontario Public School Teachers Federation
The Federation of Women's Teachers Association of Ontario
Canadian Cycling Association
Insurance Bureau of Canada
Ontario Police Association
District Health Council of Ontario
Catholic Parent-Teacher Association of Ontario
National Catholic Parent-Teacher Association
Canadian Medical Association
Hamilton Wentworth Head Injury Association
Ontario English Catholic Teachers Association
The Ontario Auto Insurance Board

BACKGROUND DOCUMENTATION:

Cycling has traditionally been perceived as a recreational activity in Canada. This mindset is rapidly being changed so that bicycles are now considered a viable means of transportation. Almost everyone now owns a bicycle. At present bicycles are capable of much greater speeds than in the past.

Bicycles are being used as an affordable, healthy and environmentally safe means of transportaion and recreation.

8.6 million Canadians ride bicycles two or more times weekly from April to October. (Canadian Cyclist Association statistic based on regional studies)

Cyclists are ticketed under the Motor Vechicle Act as are drivers of any other vehicle.

Only two percent of the 8.6 million Canadian cyclists wear helmets. (Ibid)

75% of cyclists who lose their lives as a result of cycling accidents die as a result of HEAD INJURIES. Many more are permanently impaired as a result of hitting their heads. (Insurance Bureau of Canada , Bicycle Safety : What every parent should know.)

113 cyclist died as a result of bicycle/motor vehicle accidents (Statistics Canada 1987)

Presently we are relying solely on public awareness campaigns to encourage the use of bicycle helmets. (In 1988 the Ontario Medical Association conducted a public awareness campaign with respect to helmet use.) (The Canadian Consumer Association is planning a national awareness campaign with the Canadian Medical Association promoting helmet use in 1991.)

Early 1991 the Canadian Standards Association issued a Public Service Announcement across Canada encouraging cyclists of all ages and skill levels to wear helmets.

In 1989 the Canadian Standards Association published a National Standard on Cycling Helmets (CAN/CSA-D113.2-M89). Compliance with this standard which applies to helmets for

cyclists age five years of age and older is presently voluntary. This C.S.A. standard is being amended to include helmet requirements and test methods for children who are less than five years of age. The minimum age has yet to be determined, but the amendment will apply to helmets for both younger cyclists and passengers transported in bicycle mounted child carriers. (C.S.A.+ The Consumer, Summer 1990)

SUMMATION:

Given that there is recognition by the Canadian Standards Association, Consumer and Corporate Affairs Canada, The Canadian and Ontario Medical Associations, The Insurance Bureau of Canada and The Canadian Cycling Association that helmet use saves lives and prevents serious Head Injuries, we feel that OFHSA should actively petition the Government of Ontario to enact legislation requiring helmet use.

Respectfully Submitted

Dalewood Home and School Association
Hamilton, Ontario

RESOLUTION #2

POLICY STATEMENT:

Therefore be it resolved that OFHSA adopt a policy that bicycle safety helmets should be CSA approved.

ACTION RECOMMENDATION:

Therefore be it resolved that OFHSA petition the Federal Government, Department of Consumer and Corporate Affairs to lift their shelving of their long-standing and much needed plan to force bicycle helmet manufacturers to meet Canadian Safety Standards.

Further be it resolved that OFHSA petition the following groups to endorse this resolution:

The Ontario Medical Association
The Ontario Nurses Association
The Ontario Secondary School Teachers Federation
Ontario Public School Teachers Federation
The Federation of Women's Teacher Association of Ontario
Canadian Cycling Association
Insurance Bureau of Canada
Ontario Police Association
District Health Council of Ontario
Catholic Parent-Teacher Association of Ontario
National Catholic Parent-Teacher Association
Canadian Medical Association
Hamilton Wentworth Head Injury Association
Ontario English Catholic Teachers Association
The Ontario Auto Insurance Board

BACKGROUND DOCUMENTATION:

In 1989 the Canadian Standards Association published a National Standard on Cycling Helmets (CAN/CSA-D113.2-M89). This standard applies to cyclists five years of age and older.

In 1990 this standard was being amended to include helmet requirements and test methods for children who are less than five years of age and would also apply to passengers being transported in bicycle mounted child carriers. (CSA + The Consumer, Summer 1990)

The cost to the industry in meeting the standards was not expected to be high. (The Hamilton Spectator, January 1991)

In January 1991 the government decided to shelve a long-standing and much needed plan to force bicycle helmet manufacturers to meet Canadian Safety Standards. Steve Clarkson of the Department of Consumer and Corporate Affairs product safety branch cited the small percentage of cyclists wearing helmets as the reason for shelving the plan. (The Hamilton Spectator, January 1991)

SUMMATION:

Given that Mr. Clarkson also stated that "Head injuries are the most common serious injury that cyclists, when they have accidents, incur." and that the Canadian Standards Association has spent two years proposing regulations to help protect Canadians from these injuries, we feel that the OFHSA should actively petition the Federal Government, Department of Consumer and Corporate Affairs to lift the shelving of their plan to force bicycle helmet manufacturers to meet Canadian Safety Standards.

Respectfully submitted

Dalewood Home and School Association
Hamilton, Ontario

Kim Sheppard

G

Prevention of the Child Pedestrian Injuries Epidemic in Hamilton-Wentworth

A Call to Action

BRIEF TO THE TRAFFIC AND ENVIRONMENT COMMITTEE, HAMILTON CITY HALL

7:00 P.M. APRIL 18, 1991

After age one, childhood deaths are primarily caused by accidents, poisonings and violence. Within those categories, injuries sustained as the result of collisions with motor vehicles rank as the most common cause of death for children.

Hamilton-Wentworth collision data for 1987 show that 5 to 9 year old children had pedestrian injuries three times more often than any other age group. Most of the collisions involving 5-9 year olds occurred in just a few areas of the city of Hamilton. Six neighbourhoods have an exceptional number of injuries: the North End East, Lansdale, Gibson, Stipley, Crown Point East and Kirkendall South. The six neighbourhoods share at least two of the following: more than 10 children in this age group were hit by a care during the three years from 1985-1987; at least 24 collisions per 1,000 children occurred during those three years; and, the neighbourhoods are very densely populated with more than 6,000 people per square mile.

In order to make people aware of the child pedestrian injury epidemic, people who live and work in the six dangerous neighbourhoods were contacted. Community activists, parents, elementary school principals, police, politicians and health professionals were informed about the problem. None of those contacted was surprised by the statistics and many provided personal account of the problem. Specific examples of dangerous intersections, streets heavy with truck traffic, and, horrible stories of young children being hit by cars were reported in the six hazardous neighbourhoods. Common concerns included:

- speeding vehicles in school zones
- schools and children separated by major busy thoroughfares
- limited enforcement of speed limits
- residential areas that must endure large volumes of through traffic

These concerned citizens have done more than just identify the problems. Some have contacted local politicians for improvements to the road environment and others have sent petitions around their neighbourhoods to gain support for traffic lights at dangerous

intersections. All have spent much time and effort making their neighbourhoods safer places in which to walk. Despite all those efforts, most of these same people feel that there is much more that can be done to prevent child pedestrian injuries and to make the streets safer.

The responsibility for the safety of the children in Hamilton and region lies not only with its citizens. The elected officials and all departments in local government need to consider the needs of child pedestrians and to act to improve the roadway environments to ensure that the risk of injury and death is minimized. Programs to reduce child pedestrian injuries could include a combination of interventions. These interventions could:

- incorporate speed zones to reduce the speed at which automobiles drive past schools,

- provide more police surveillance and ensure enforcement of speed limits within the region (many of our city streets are more akin to raceways than roadways),

- a review of the one way street and coordinated traffic control systems on these streets in order to assess their impact on the safety of pedestrians in this city,

- increase communication between those who establish the traffic policies in this city and those whom they affect, such as the meeting this evening,

- changes in the roadway environment such as rerouting traffic away from residential neighbourhoods, especially the six with the high rate of pedestrian injuries.

The Hamilton-Wentworth Department of Public Health Services encourages the formation of community coalitions to address the child pedestrian injury problem in the six neighbourhoods. Such citizen coalitions could work with the police, school boards, health professionals and the Traffic Department. Each can contribute ideas for programs which reduce injuries and save lives.

This public forum focusing on pedestrian safety is an important first step towards addressing the problem. The key is to maintain momentum generated at this meeting in order to introduce solutions to the problem. A sustained co-ordinated effort by all would greatly increase the chances of success for a program aimed at reducing pedestrian injuries and death.

Hamilton-Wentworth Department of Public Health Services
Contact: Kim Sheppard, 546-3588

Infowatch

Health Priorities Analysis Unit
McMaster Faculty of Health Sciences

A Service of the Health Priorities Analysis Unit
To Inform People about Research in Health

July 1990
Volume 2, Number 2

Children Can't Fly

- Child Pedestrian Injuries -

What's this issue about ?

This issue of ***Infowatch*** looks at childhood pedestrian safety. First, we identify individual children who might be at increased risk of pedestrian injury, and why this could be. For example, where children live, their age, and family characteristics all influence a child's risk of having a pedestrian injury.

Second, we ask your help in trying to think of and implement ways to reduce the number of injuries among these children. This could be accomplished by taking leadership in community strategies directed at such things as:

- *Enforcement and Laws*
- *Engineering and Technological Changes*
- *Education about the Safe Practices*

How Big is the Problem ?

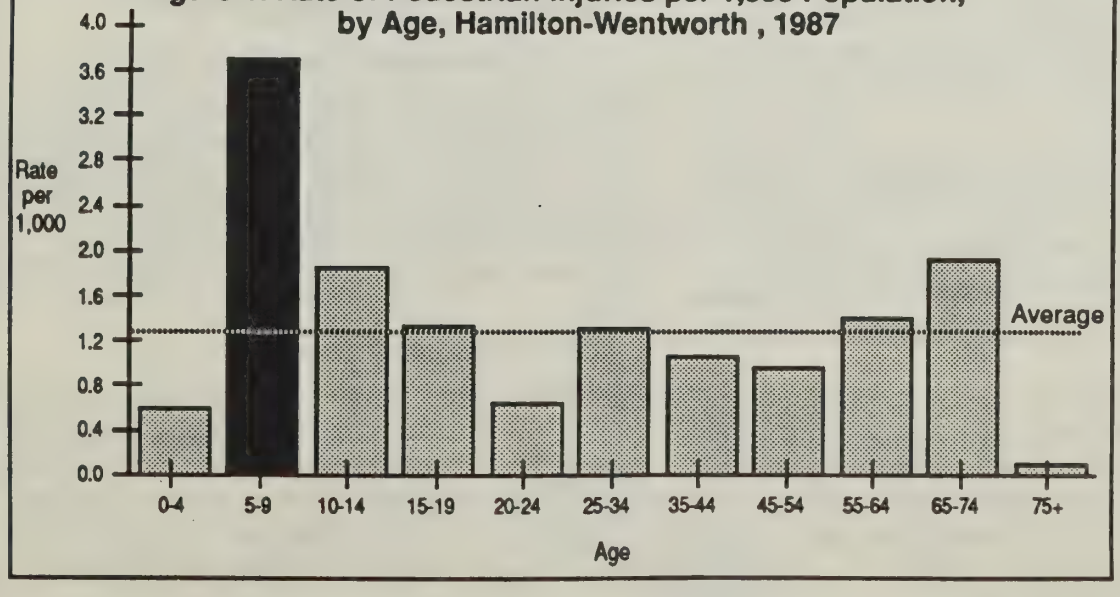
After a baby has survived his or her first year, and begins to explore the world around them, injuries and collisions become an increasing part of the young persons existence. However, it is seldom realized that the greatest loss of life in childhood is by far the result of injuries and death due to accidents, poisonings, and violence (1). Within this group, injuries from collisions with motor vehicles rank as the most common cause of death.

At What Age do Most of the Injuries Occur ?

Collision data in Hamilton-Wentworth for 1987 reported that children aged 5-9 years received pedestrian injuries three times more often than all other ages (see Figure1). This is equivalent to a rate of 3.6 per 1,000 children.

As shown in Figure 1, other age groups affected above average included the 10-14 year olds, and seniors, 65-74 years. But these rates were about half of those observed for the 5-9 year old age group. As a result, this ***Infowatch*** will focus only on these young children, that is, the 5-9 year olds.

Figure 1. Rate of Pedestrian Injuries per 1,000 Population, by Age, Hamilton-Wentworth , 1987



Were the Children Badly Hurt ?

Of the 5-9 year old children who were injured as pedestrians in 1987:

- 32% (22 of 70) were not hurt badly enough to be sent to the hospital.
- 50% (35 of 70) had minor injuries (they were taken to the hospital but were not admitted).
- 17% (12 of 70) had major injuries (they were taken to the hospital and admitted).
- 1 child died.

These 70 injuries include only those that were reported to the police. This is likely an underestimate of the actual number of pedestrian injuries since many collisions go unreported.

In 1985, the Hamilton-Wentworth Collision Report (2) found that of 86 children aged 5-9 years involved in pedestrian collisions:

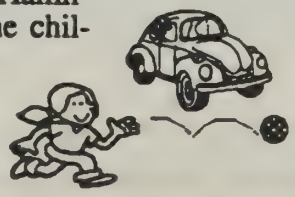
- 85% (71 of 86) had done something unsafe (e.g., crossing the street against the light).
- 59% (51 of 86) involved children running onto the road from between parked cars.
- 48% (42 of 86) occurred in the hours after school (3 to 6 p.m.).

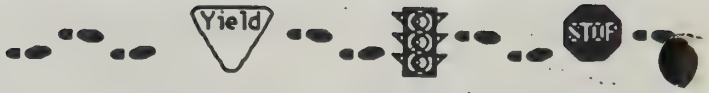
Where Do Most of the Collisions Happen ?

Regional police report pedestrian injury among children 5-9 years old to be very common in a few neighbourhoods in the city of Hamilton (see map on last page). (Injuries were not common on Hamilton Mountain.) For these few city neighbourhoods, at least two of the three following characteristics were apparent:

- more than 10 children in this age-group were hit by a car during the three years, 1985-1987
- at least 24 collisions per 1,000 children occurred during the same three year period.
- the neighbourhoods were very densely populated with more than 6,000 people living per square mile.

In addition, residents are often economically overburdened as compared to other areas of Hamilton-Wentworth (3). For whatever reason, the children who live in these high pedestrian injury areas, and perhaps their families as well, are at high risk of pedestrian injury.





Is it the Fault of the Roadway Environment?

Injuries occur when the roadway environment is unable to protect pedestrians, thereby failing to control for the dangers of traffic flow.

1. High Volume of Traffic

More vehicles, and driving at high speeds are associated with increased collisions and injuries (4).

2. Roadway Dangers

Roadway lighting and markings, signs, pot-holes, curves in the road, and pedestrian walkways such as those located near schools are examples of the roadway contributing to vehicle-pedestrian collisions (4).

What About Driver Error?

Of course, the cause of pedestrian injuries in children is often the responsibility of the driver. Driver error can be blamed for at least 21% of child pedestrian injuries (5,6). Speeding, failing to give the right of way, and ignoring traffic signals are just some of the errors that many drivers routinely commit which could lead to a collision.

We Can't Blame the Children

While thinking about ways to reduce the number of child pedestrian injuries, we must realize that focusing on (or blaming) the children will do little good. If interventions are to work, they should be aimed at changeable or modifiable characteristics. The problem is that the things which make 5-9 year olds more likely to be involved in collisions may not be modifiable. These include such things as:

1. *Judgement and Perception*

Many children in this age group have not yet learned how to use their hearing and vision to tell how far away a car is, how fast it is going, and when will it get to them (7). Both of these senses are needed to judge perception, and these young children have not yet had time to fully learn these skills.

2. *The Concept of "Danger"*

Children often learn through trial and error: associating the word hot with the feeling when fingers are touched or put near a stove burner. Similarly, the 5-9 year olds may not fully realize the danger of motor vehicle traffic. After

all, cartoon characters often get hit and walk away. Since children learn through experience and positive encouragement, they need constant reminders of the real dangers of traffic.

3. *Natural Exuberance, Curiousity, and Playfulness*

In addition to children's physical and cognitive immaturity, this is also a period of time when the child's natural curiosity and exuberance often play a stronger role than safety and caution.

4. *Other Factors*

Of interest to those planning prevention strategies is that children who come from low income, or single-parent families, and those living in crowded households, have higher traffic injury rates than families that do not have these characteristics (5,6). Housing density has also been found to affect a child's risk of injury (6).

Is The Onus On The Community?

Communities can ignore or have priorities in other areas than pedestrian injury reduction. For example:

- Police time devoted to traffic control may be given a lower priority (4)
- Fines and penalties to drivers may be too low to act as deterrents to promote safer driving (4).
- Transportation planning may not exist or is not conducted in cooperation with other planning divisions.

Possible Community Strategies...

At the beginning of this issue, we talked about 3 ways or strategies which, used together, could assist in reducing the number of child pedestrian injuries .

1. Enforcement and Laws

Laws to reduce the speed limit, increase the number of stop signs and pedestrian crossings, as well as installing caution lights over intersections, will only work if drivers obey them. Greater police surveillance may be required for both existing and any new laws that are made in order to ensure drivers comply.

2. Engineering and Technological Changes:

Here, we could try to change the flow of traffic in and around the high risk neighbourhoods. This would then separate the children from the vehicles. Another way would be to change the flow of children! For example, using volunteers to walk children to and from school, more crossing guards, placing entrances to play areas on quiet streets, and offering lunch and after school programs in elementary schools would give children somewhere to play and keep them off of the streets.

3. Education:

Here we could teach children and parents to be safer pedestrians. We should also remind ourselves to be better drivers and be alert for people who may surprise us by running or walking into traffic.

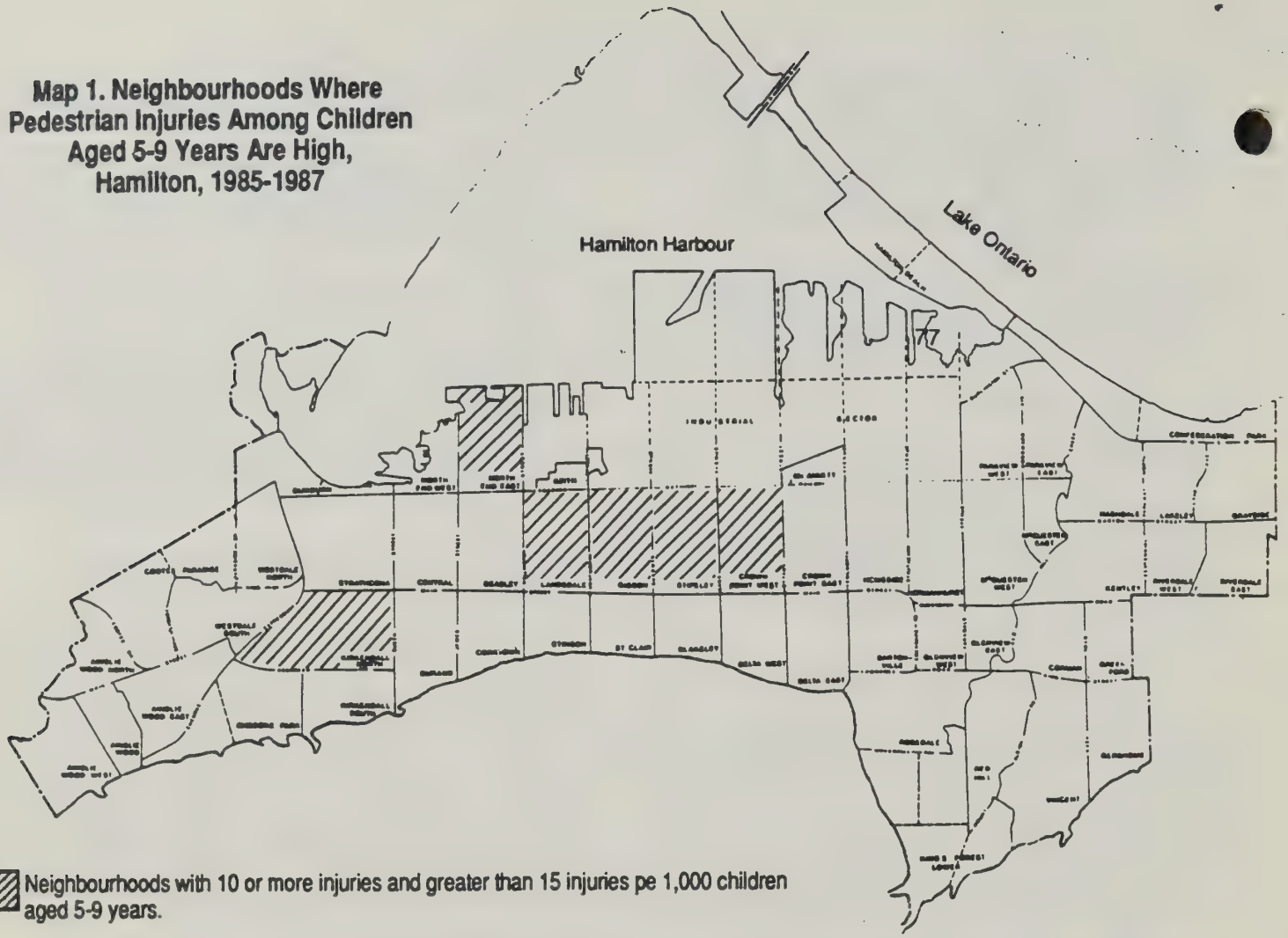
Children Need Our Help To Increase Pedestrian Safety

The Regional Department of Public Health Services would like to assist in strengthening the community action of citizens in the neighbourhood where the problem is the most serious. For example, the Department is willing to assist in the development of Citizen Action Groups (CAG). Such a group could then design and run a "Child Pedestrian Injury Prevention Program" for their neighbourhood. A Regional Advisory Committee (RAC) made up of people already working in the area of pedestrian safety is in the process of being formed which will be available to the CAG's when needed. The **goal** of the CAG's would be to lower the number of pedestrian injuries among 5-9 year old children in neighbourhoods where the number of accidents is unacceptably high.

If you, or others in your community, would like more information about the ***Child Pedestrian Safety Initiatives Project***, or would like someone to speak to your community about this serious health problem, the Hamilton-Wentworth Department of Public Health Services would like to hear from you. Plesase call:

Kim Sheppard, Department of Public Health Services
25 Main Street West, 4th Floor
Hamilton, Ontario
L8N 3P6
528-1441 ext.232

Map 1. Neighbourhoods Where Pedestrian Injuries Among Children Aged 5-9 Years Are High, Hamilton, 1985-1987



Neighbourhoods with 10 or more injuries and greater than 15 injuries pe 1,000 children aged 5-9 years.

➡ Now Let's Hear From You ⬅

Your comments and suggestions are important to us and are being incorporated into publications from the Health Priorities Analysis Unit like this ***Infowatch***. Let us know what you think about this issue. Our address and telelphone number are:

Health Priorities Analysis Unit,
25 Main Street West, 2nd floor,
P.O. Box 897,
Hamilton, Ontario
L8N 3P6 (416) 572-7970

Infowatch is a newsletter of the **Health Priorities Analysis Unit**, and is published when new data are available. It describes health and social data similar to that found in the *Fact Book on the Health Status of Hamilton-Wentworth Residents*.

References

1. Dougherty G et al. Social class and occurrence of traffic injuries and deaths in urban children. Canadian Journal of Public Health. 1990; 81: 204-209.
2. City of Hamilton Traffic Department. 1985 Hamilton-Wentworth Collision Report. Hamilton, 1986.
3. Statistics Canada. 1986 Census of Canada. Statistics Canada, Ottawa, 1988.
4. The National Committee for Injury Prevention and Control. Injury Prevention: Meeting the Challenge. American Journal of Preventive Medicine 1989; 5(3S): 115-144.
5. Rivara FP, Barber M. Demographic analysis of childhood pedestrian injuries. Pediatrics 1985;76;3:375-381.
6. Baker SP et al. Fatal pedestrian collisions- driver negligence. American Journal of Public Health. 1974; 64: 318-325.
7. Michon JA. Traffic education for young pedestrians: An introduction. Accident Analysis and Prevention 1981; 13:3: 163-167.

The Health Priorities Analysis Unit is sponsored by the Educational Centre for Aging and Health which was established in 1987 with funding from the Ontario Government.

Dr. Knight

I

COUNCIL ON ROAD TRAUMA
HAMILTON-WENTWORTH

A COMMUNITY RESPONSE TO DEATH AND INJURY ON THE HIGHWAYS

ROAD TRAUMA: THE FACTS

COUNCIL ON ROAD TRAUMA: HISTORY
PROGRAMS

PETER KNIGHT
Chairman.

COUNCIL ON ROAD TRAUMA
HAMILTON-WENTWORTH

224 James Street South,
Hamilton, Ontario
L8P 3A9

(416)-528-7149

Founded May 1981, Hamilton, Ontario, as a Registered Charitable Organization
(No. 0632711-09-14)

Objectives: To Act as a Forum to Design and Promote Road Safety Programs Aimed at Preventing Highway Crashes; to Minimize the Effects of Such Crashes; and to Ensure the Best First Aid and Medical Care for the Victims.

Road Trauma: The Facts

Injuries due to traffic accidents are **the major health problem** for teenagers and young adults in Canada and other industrialized countries. In 1985 nearly 50% of all male deaths and 40% of female deaths in the 15-19 year old age group resulted from road crashes.

Crossroads, Vol. 3, September 1987, Traffic Injury Research Foundation

In 1986 in Ontario, there were 187,286 reported accidents involving 347,998 vehicles. 1,102 people were killed; 108,839 were injured. 8,797 people sustained major injuries, and 12,987 were injured severely enough to be admitted to hospital for an average stay of 10.6 days.

Ontario Road Safety Annual Report, 1986, Ontario Ministry of Transportation

In 1986 drinking drivers in Ontario were involved in 4.07% of crashes causing property damage and 6.83% of crashes causing personal injury; however, they were involved in a full 25.69% of fatal collisions.

Drinking and Driving in Ontario: Statistical Yearbook 1987, Drinking/Driving Countermeasures Office, Ministry of the Attorney General

Drivers aged 16-24 comprise only 16% of licensed drivers, but account for over 38% of alcohol-related crashes.

Drinking and Driving in Ontario: Statistical Yearbook 1987, Drinking/Driving Countermeasures Office, Ministry of the Attorney General

Despite the fact that all infants, toddlers, and preschoolers must by law be appropriately and correctly restrained in a motor vehicle, it is estimated that 50% are not restrained at all; of those who do use safety seats, two-thirds are used incorrectly.

Ontario Road Safety Annual Report, 1986, Ontario Ministry of Transportation

Seat belts are not used by approximately one-third of Ontario drivers and passengers, despite the fact that seat belts offer significant protection in accidents. Accidents for which seat belt use is recorded show that more than 81% of drivers and passengers wearing seat belts escaped injury completely; 17.5% received only minimal or minor injuries. In contrast, only 61.7% of those without seat belts escaped injury; 32.25% received minimal or minor injuries, but 5.05% received major injuries, as compared to 0.85% of those who were wearing seat belts. Of the 408,827 who were wearing seat belts, 255 died; 39,955 were recorded as not using belts, and 414 died.

Ontario Road Safety Annual Report, 1986, Ontario Ministry of Transportation

There is no single greater challenge, in terms of numbers at risk for crippling and fatality, ... than that produced by automotive trauma. This is particularly true since the causes are well defined, the mechanisms well understood, and **the preventive measures so easily and well applied.** Where these considerations have been judiciously and uniformly applied, the resulting prevention of death and injury has had an excellent track record. Child restraint systems, when properly used, can reduce fatalities by approximately 90 percent, and crippling injuries by 65-70 percent.

R. Scherz, "Restraint Systems for and Prevention of Injury to Children in Automobile Accidents", *American Journal of Public Health*

Governments alone cannot combat impaired driving. Community groups, individuals, industry, and nonprofit organizations must become involved. After staying almost constant for years, key indicators show that impaired-driving problems have begun to decrease across Canada. In Ontario in each December from 1973 through 1982, an average of 20 drivers with illegal BACs [Blood Alcohol Concentrations] died in traffic crashes - 42% of all driver fatalities tested for alcohol. In December 1983 and 1984, when community-based programs were launched along with enforcement and information campaigns, the number of impaired-driver fatalities dropped to 6 and 8, about 20% of all driver fatalities tested. In 1985, only **two** drivers with illegal BACs died, just 7% of all driver fatalities tested for alcohol. Impaired-driving problems are worst when programs are least active: during the summer months of July and August. The main task ahead is to extend effective programs throughout the year.

Crossroads, Vol. 1, No. 1, March 1987
Traffic Injury Research Foundation

The Statistics for 1988 in Ontario:

During 1988, each and every day the following occurred:

Vehicles in collision	-	953
Highway users killed	-	3
Highway users injured	-	298
Operated on	-	26
Property damage	-	$1.6 million

COUNCIL ON ROAD TRAUMA: HISTORY

The Council was originally formed in response to the question of seat belt and child restraint use. The idea for the Council on Road Trauma came from two Hamilton physicians, Dr. Peter Knight and Dr. Ross Parker, who decided to do all they could to promote the use of child restraints in motor vehicles. The first program, accordingly, was **RISK** (Restrain Infants and Secure Kids) which was launched at the same time as the Council itself: May 1981. Since that time, the Council has developed many other programs related to road safety. They include the **Save-A-Life** program, which trained thousands of Hamilton-Wentworth residents in CPR and other emergency care techniques, **Drive Dry**, the campaign against impaired driving, and **SAID** (Students Against Impaired Driving). The Council has also interested itself in school bus and truck safety, as well as driver education; indeed, it could be said that the Council is concerned with and has contributed to almost every aspect of road safety.

The Council on Road Trauma has a Board of 30 Directors which meets every other month. The Council maintains a suite of offices at 224 James Street South, Hamilton, and employs a full-time Coordinator. A recent and significant innovation has been the establishment of a volunteer committee, which has named itself **CRASH** (Citizens to Reduce Accidents and Street Hazards), and has undertaken the development and implementation of road safety programs. Formed in October 1987, **CRASH** already is planning child restraint and bicycle safety programs for the summer of 1988; it has a fundraising project underway; it is designing a road trauma victim support group; and it has made great contributions to the **Drive Dry** program. In addition, it has organized and staffed appearances at the Hamilton Auto Show, the Hamilton Santa Claus Parade, and Women and Health Day, and has others scheduled for the summer of 1988. **CRASH** is a new and very welcome addition to the Council on Road Trauma.

The Council is a nonprofit organization which receives funding from various sources. In 1987-88, it has received generous support from the Regional Municipality of Hamilton-Wentworth, Health and Welfare Canada (for the **Drive Dry** program), Levi Strauss and Co. (Canada) Inc. (for **SAID**), The Hamilton Foundation (for a computer), and the Ontario Ministry of Transportation (for **RISK**). Dofasco, Levi Strauss, Jaboda Transportation, Hamilton Academy of Medicine, St. Joseph's Hospital Foundation, all contributed funds essential to produce "**Crash Course**".

PasWord Communications, long a loyal supporter of the Council, continues to provide us with a much-valued answering service; other supporters include Abstainers' Insurance Company, which has also allowed us to use their facilities in publishing a newsletter. The Council sells individual and corporate memberships, and a Membership Drive is about to be launched by the Fundraising Committee.

As the preceding facts about road trauma illustrate, death and injury from motor vehicle collisions are serious health problems in Ontario. Fortunately, however, community education programs such as those developed and promoted by the Council on Road Trauma are effective ways of reducing the injuries and fatalities resulting from motor vehicle accidents.

RISK
(RESTRAIN INFANTS AND SECURE KIDS)

RISK was the first program launched by the Council on Road Trauma, and it still endures. Started in 1981, it aimed at educating parents about infant restraints and providing safety seats for rent through the Dundas Jaycettes, the Hamilton Jaycees, and the Hamilton Junior League, each of which buys their own seats and administers their own rental program. By March 1984, the rental program in Hamilton-Wentworth had grown from 13 to 600 seats. The Council gave each of three regional hospitals a copy of the Ministry of Transportation's film about children's safety seats "Life is Precious", for showing to maternity nurses and new mothers. In addition, the hospitals had monitoring committees which measured the number of infants leaving for home in proper seats, and encouraged new parents to provide seats for their infants.

Mrs. Cathy Buffett, who organized the initial **RISK** program along with Dr. Ross Parker, published an article about the program in *Canadian Family Physician,* Vol. 32, February 1986, entitled "'RISK - Restrain Infants and Secure Kids', A Community Program to teach Parents to Buckle Up Their Children". The article assesses the importance of different organizations and individuals in disseminating information about infant restraints.

The Council on Road Trauma has also appeared at various malls over the years to publicize safety seats, and has presented on the topic at conferences organized by the Ontario Safety League and the Community Highway Safety Office, Ministry of Transportation.

At present, the Council operates a referral service for those who wish to rent safety seats, or who require information about buying or using a seat, and also assists the various rental agencies. Heading out in a slightly different direction, the **CRASH** committee is also designing a video that will focus on common problems and questions about the use of safety seats. Calls regularly come into the CORT office requesting information on how to buy or use safety seats, and it is felt that the video is an excellent answer to the persistent problem of improper use of safety seats (it is estimated that over 2/3 are used incorrectly).

The Ministry of Transportation has provided funding for the production of the video and related materials, and has expressed interest in reproducing it in whole or part for distribution to other Ontario communities.

This film entitled, **"Staying Safe in the Car"**, is now complete and available for purchase by calling the C.O.R.T. office. The cost is $29.99.

SCHOOL BUS AND TRUCK SAFETY

Parents who are concerned about their children's safety often worry when they must ride a school bus. In response to this concern, two members of the CORT Board of Directors, Dr. R. D. Hollenberg and Mr. Guy Monaco, researched and wrote a landmark report on School Bus Safety in 1982. It recommended improved driver training and seat belt use for bus drivers, and mandatory installation of retractable stop signs, but concluded overall that school buses did not need restraint systems for the passengers because of the buses' design and the unique safety regulations that govern their drivers and use. The report did, however, suggest that rear-facing seats for school buses should be investigated and the Ministry of Transportation began testing three such buses in 1987.

In 1983 a brief on truck safety was submitted on behalf of the Council on Road Trauma to the Uffen Commission. Compiled with the help of Drs. W. Kellington, C. Scime, R. McHarg, and Paul Tanser, the brief dealt, in particular, with the medical aspects of truck safety. The Council's brief received considerable mention in the Commission's Final Report.

In 1987-88, the Council has interested itself in new regulations governing the length of truck trains. Letters expressing concern over the safety of these extra-length trucks have been directed to the Premier of Ontario and the Ministry of Transportation, and the Ministry has made a presentation to the Board on this matter. The Council will continue to monitor the issue.

REC (REGIONAL EMERGENCY CARE) /SAVE-A-LIFE

Launched September 6, 1983, **REC** was designed to answer the Council's third objective: to provide the best first aid and medical care to victims of motor vehicle collisions. Formed in consultation with Regional Ambulance Services, Emergency nurses and physicians, the Canadian Red Cross Society, the Ontario Heart Society, the Hamilton Fire Department, the Hamilton Safety Council, Mohawk College, the Royal Life-Saving Society of Canada, St. John Ambulance, and the Ski Patrol, the program set out to teach 1 in 5 of the population of Hamilton-Wentworth how to save lives in an emergency situation. The program included instruction in CPR and basic first aid, including how to respond to choking and heart attacks.

Over the next 4 years, the Council ran many training courses, most of them on-site in offices and homes. As many as 1,452 people a year were trained in emergency procedures. In connection with **REC/Save-A-Life,** many displays and presentations were made; on May 16, 1984 the Chairman, Dr. Peter Knight, addressed the Annual General Meeting of the Ontario Boards of Health on the need for health boards to become involved in preventing and treating road trauma.

In 1987, an expanded CPR training program and problems associated with insurance coverage for **Save-A-Life** , forced the Council to discontinue these courses. A new committee was formed and throughout 1988, worked on a script for a video presentation to instruct the general public what to do at the scene of a motor vehicle crash. CHCH-TV 11 and Producer, Jim McDougall, assisted the committee and in August, 1988, this new video presentation entitled, **"Crash Course"** was filmed. Its objectives are to **"Ensure the Safe Provision of Appropriate Roadside Care to Victims of Road Trauma"**. All Emergency Services, Fire, Police and Ambulance personnel assisted in this production, as well as numerous other citizens. Tom Cherington was the narrator. An excellent presentation is now completed with brochures and a trauma kit designed to accompany the program. **"Crash Course"** should receive wide distribution in the near future.

IMPAIRED DRIVING PROGRAM
S.A.I.D. (STUDENTS AGAINST IMPAIRED DRIVING)
DRIVE DRY

SAID

The Council on Road Trauma is the designated impaired driving committee for the Regional Municipality of Hamilton-Wentworth, and has recently taken its most ambitious steps in this area by launching both **Drive Dry** and **SAID** in 1987. The **SAID** program is the culmination of a High School Peer Program that was developed in 1983 by Dr. David Wayne, Chairman of the Council's Impaired Driving Committee. With the encouragement of Dr. Wayne, Dr. Knight, and Police Constable Bob Curliss, 6 students at Westmount High School developed and led a program on drinking and driving for 3 different classes in their school. In the course of their research, they interviewed police officers, doctors, and alcoholics, and visited the police station and the courts. So outstanding was the program they developed that one of the 6 students, Dan Horton, accompanied Dr. Knight to the Second Multidisciplinary Road Safety Conference in Winnipeg, June 1983, and presented a report on his school's experience.

In 1984, the same project was tried in Dundas and eventually, after other schools had been drawn into the Peer Program, **SAID** was launched on January 27, 1987. Formed in cooperation with the Addiction Research Foundation, the Hamilton Academy of Medicine, the Hamilton-Wentworth Regional Police, and the Hamilton, Wentworth, and Hamilton-Wentworth Separate School Boards of Education, and generously supported by Levi Strauss and Co. (Canada) Inc., Stoney Creek Community Involvement Team, **SAID** is available to every high school in the Region and, as of January 1988, is active in over 90% of these schools. The enthusiasm and effectiveness of the students' efforts show in the range of activities they have developed; so far, they have thrown **SAID** dances, held assemblies, staffed displays at malls and fairs, spoken at junior schools and to service clubs and parent groups, and created songs, skits, and posters on the anti-impaired driving theme.

The significance of the **SAID** program cannot be overestimated; not only are teenagers learning to avoid drinking and driving, but they are, in turn, passing on the message to their brothers, sisters, and parents. Moreover, a student who will not drink and drive, or ride with someone who does, will become an adult who does not drink and drive, and that is a bright promise for the future.

With the cooperation of the Hamilton Academy of Medicine and the Hamilton-Wentworth Regional Police, a doctor-police constable team has been assigned to each school and is available to advise the group or to speak at assemblies. Each group also has a teacher-supervisor who provides guidance. The essence of the program, however, is the students themselves, and the Council provides administrative support for them, organizing an annual workshop where they can meet and exchange ideas and information, and supplying them with resource materials on programs, statistics, speakers, and films as well as with **Drive Dry** window decals, bumper stickers, and buttons to distribute. In 1988 the Council hopes to extend the **SAID** program into neighbouring schools outside of the Region but close to Hamilton, and to help organize a Regional Council of students which will undertake to oversee and direct the program.

SAID Week, which in 1988 will be May 9-16, is also sponsored by the Council as a way to spotlight and celebrate the students and their efforts. An award of merit is presented to the school with outstanding year-long programming, and this year there are two contests: one for a **SAID** logo, and one for a poster. The Council will award cash prizes for both contests, and will undertake to have the winning poster and logo reproduced and distributed.

The Students Against Impaired Driving Hamilton-Wentworth are now part of the larger **O.S.A.I.D. (Ontario Students Against Impaired Driving)** During 1990, the activities of this group will continue and expand. **OSAID Hamilton-Wentworth** has its own Student Council and Executive with a President, Vice-President, Secretary and Treasurer.

DRIVE DRY

Drive Dry, launched in the fall of 1987 with financial support from Health and Welfare Canada, and developed in cooperation with the Hamilton Academy of Medicine, the Drinking/Driving Countermeasures Office, Ministry of the Attorney General, and the District Health Council, is the designated impaired driving program for the Region. Joe Zuger, General Manager of the the Hamilton Tiger-Cats, is the Honorary Chairman of the program and Tiger-Cat involvement is reflected in the yellow and black **Drive Dry** logo and the fact that the program was launched at a Tiger-Cats' game in October 1987, with Mr. Zuger himself performing the official kickoff.

Drive Dry has the support of the Region and of the municipalities (final approval is pending from Hamilton Council), each of which has agreed to use **Drive Dry** mail stickers on its mailouts, bumper stickers on its vehicles, and to erect signs at its entrances proclaiming that it is a **Drive Dry** community; Dundas has its sign posted already in Coote's Paradise.

Many local businesses and organizations have embraced the program, ranging from The Barn to the Hamilton Street Railway to the Hamilton Parking Authority, and **Drive Dry** buttons are being widely distributed for use in designated driver programs; the Hamilton Convention Centre has employed them in such a way on several occasions. Blueline, Veterans, and Yellow Cab Companies' vehicles sport **Drive Dry** bumper stickers, and **Drive Dry** material was a prominent feature of McMaster University's Alcohol Awareness Week in January 1988. In short, community response has been very positive, and **Drive Dry** stickers and buttons can be spotted throughout the Region. Dr. Knight and the **CRASH** Committee have been especially active in distributing material and disseminating the message.

Drive Dry will be a sustained and evolving program. Future plans include publishing statistics on drinking and driving in the Region in The Hamilton Spectator, producing a brochure on impaired driving, implementing a widespread designated driver campaign, and bringing more and more area businesses and organizations into the program. The objectives of **Drive Dry** are to reduce the number of collisions and convictions related to impaired driving in the Regional Municipality of Hamilton-Wentworth; its ultimate aim is to make Hamilton-Wentworth a drink/driving-free Region.

S.A.A.T. (SUDDEN ACCIDENT ASSISTANCE TEAM)

AND

C.O.R.T. SUPPORT GROUP

These two programs are organized and maintained by the C.R.A.S.H. Committee.

The Sudden Accident Assistance Team consists of a group of volunteers who are trained in counselling and supporting the relatives of victims of highway trauma, victims of highway trauma and other involved persons. The members of the team are provided with pagers and respond to calls for assistance from the Hamilton-Wentworth Regional Police and the Ontario Provincial Police. A 24-hour service is provided by this group.

The Support Group is a self-help group with responsibilities to help individuals who have survived motor vehicle crashes to deal with the problems that ensue, either physical, legal, mental or other. This group meets once a month and can provide expert help to assist individuals in the resolution of particular problems following the motor vehicle crashes.

PUBLIC PRESENTATIONS

The Council on Road Trauma has presented over the years Public Education Programs in Malls, at the Automobile Shows, Safety Conferences in the workplace and other venues. The Council, through the C.R.A.S.H. Committee, has also been involved in various parades, presentations have been made on television, radio and other public forums.

A FINAL PLEA

The Council on Road Trauma Hamilton-Wentworth can be only as successful as the energy and drive of its participants. We need your support and involvement. The highways are the most dangerous place that we find ourselves during our pleasure, leisure and work life.

If these programs or other areas of highway concern are of interest to you, call the C.O.R.T. office and give us your support.

HOW YOU CAN HELP AT THE SCENE OF AN AUTO ACCIDENT

COUNCIL ON ROAD TRAUMA
HAMILTON WENTWORTH

WHAT TO DO WHEN YOU FIND YOURSELF AT THE SCENE OF AN AUTOMOBILE ACCIDENT.

CRASH COURSE

COUNCIL ON ROAD TRAUMA
HAMILTON WENTWORTH
224 James St., S.
Hamilton, Ont. L8P 3A9
(416) 528-7149

CRASH COURSE IS AN INSTRUCTIONAL VIDEO PRESENTATION TO INSTRUCT THE GENERAL PUBLIC IN HOW TO MANAGE **SAFELY** A MOTOR VEHICLE CRASH AND HOW TO ASSIST AND UNDERSTAND THE ROLE OF THE EMERGENCY SERVICES.

The video is 24 minutes in length. It was made for Council on Road Trauma Hamilton-Wentworth by CHCH TV Eleven with the full cooperation and involvement of regional and other police, fire and ambulance services.

It covers the full scope of an emergency situation on the highway—from how to respond to approaching emergency vehicles to the essential Trauma Kit to carry in the vehicle.

Crash sequences on a city street, a country intersection and a multi-lane highway are filmed and clear instruction on how to respond to each situation is shown. This video is accompanied by a brochure summarizing the visual instructional material.

Its audience should include high school learner drivers, driving school students and all road users especially high mileage drivers who sooner or later will be confronted with a crash situation in which their life or that of others may depend on their appropriate response.

ORDER FORM

Please forward this form together with your cheque made payable to:

Council on Road Trauma
Hamilton-Wentworth
224 James Street South,
Hamilton, Ontario
L8P 3A9

Name _____

Address: _____

_____

_____

Telephone: _____

Please send _____ copies of CRASH COURSE VIDEO with 25 brochures/video at **$30.00 Cdn.** per copy. Enclosed is my cheque for $_____

This video order will be forwarded to you within 10 days of receiving your order and payment.

MAR 12 1991

RECEIVED

MAR 19 1991

CITY CLERK'S

10.

20 CARLTON STREET, SUITE 121, TORONTO, ONTARIO, M5B 2H5

TEL. 598-4138

THE ONTARIO TRAFFIC CONFERENCE

To Mayor and Members of Council

February 25, 1991

RE: AD HOC COMMITTEE TO REVIEW SCHOOL CROSSING UNIFORMITY

The O.T.C., in conjunction with the M.T.O., has formed an ad-hoc committee to review and make recommendations on the above topic.

It is the intention of this ad-hoc committee to investigate all aspects of school crossings and draft terms of reference for the Committee.

The ad-hoc committee members are made up of one representative from each of the following committees, with one designated alternate:

- Technical
- Safety Officers
- Crossing Guard Administrators Sub-Committee
- Legislation & Enforcement Committee
- Elected Representatives Committee
- Suppliers Committee

The chairman is: Wayne Jackson, Co-ordinator, Traffic Engineering, City of Toronto .. 392-7772.

I attended the first meeting as the Chairman of the Elected Representatives Committee. I would like to suggest that another politician and a designate be on the committee to represent our group, and, preferably, politicians with a specific interest in the topic. We will be discussing this issue at the conference in May.

Please call me at 1 - 416 - 396-7275 if you would like to be involved in the School Crossing Ad-Hoc Committee.

Sincerely,

Harvey Barron,
Chairman,
O.T.C. Elected Officials Committee.

HB/bw

Mar 11/91
Forwarded to
M. Mann
Dir of Traffic Services

APR 1991

11a

Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

1991 Apirl 8

Ms. Tina Agnello
City Clerk's Office

Dear Ms. Agnello:

Further to our conversation. I would like to request that an item regarding the intersection of Albright and Mount Albion Road be placed on the Transport and Environment Committee agenda of 1991 April 22.

Please find enclosed a copy of the report which is to go on the agenda. Thank you for your attention in this matter.

Yours sincerely,

D. Agostino

Dominic Agostiono, Alderman
Ward 5

DA:sma
Encl.

c.c. Alderman H. Merling, Chairman
Transport and Environment Committee

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Albright Road and Mount Albion Road. [TEC-66-91]

RECOMMENDATION:

That no action be taken on the request that a traffic signal be installed at the intersection of Albright Road and Mount Albion Road at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs associated with the installation of a traffic signal at Albright and Mount Albion would be in the order of $60,000 to $70,000 and no funds have been budgeted for this purpose.

BACKGROUND:

Alderman Dominic Agostino has requested that a traffic signal be installed at the intersection of Albright Road and Mount Albion Road, and has requested that a report be prepared respecting this matter for the Committee.

Recent traffic counts indicate that the vehicular volume on Mount Albion is approximately 15,500 vehicles per day, and the amount on Albright is only approximately 1,300 vehicles per day. The volume of pedestrians crossing the through street (Mount Albion) is relatively heavy at 476 pedestrians in a 7-hour period. During the two hour school crossing period from 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m., the vehicular volume on Mount Albion is approximately 2,000 vehicles or approximately 13 percent of the daily volume.

Traffic Department records indicate that during the past five years, only three motor vehicle collisions were reported at this intersection. None of these collisions involved a pedestrian and only one of these collisions involved a vehicle turning from Albright onto Mount Albion. The remaining two collisions were rear-end collisions on Mount Albion. This collision rate of 0.6 motor vehicle collisions per year is not abnormal for an intersection of this type. Signalized intersections in Hamilton average over 5.0 motor vehicle collisions per year. Rear-end collisions increase when traffic signals are installed, and we would expect the collision rate at this intersection to increase if a traffic signal is installed.

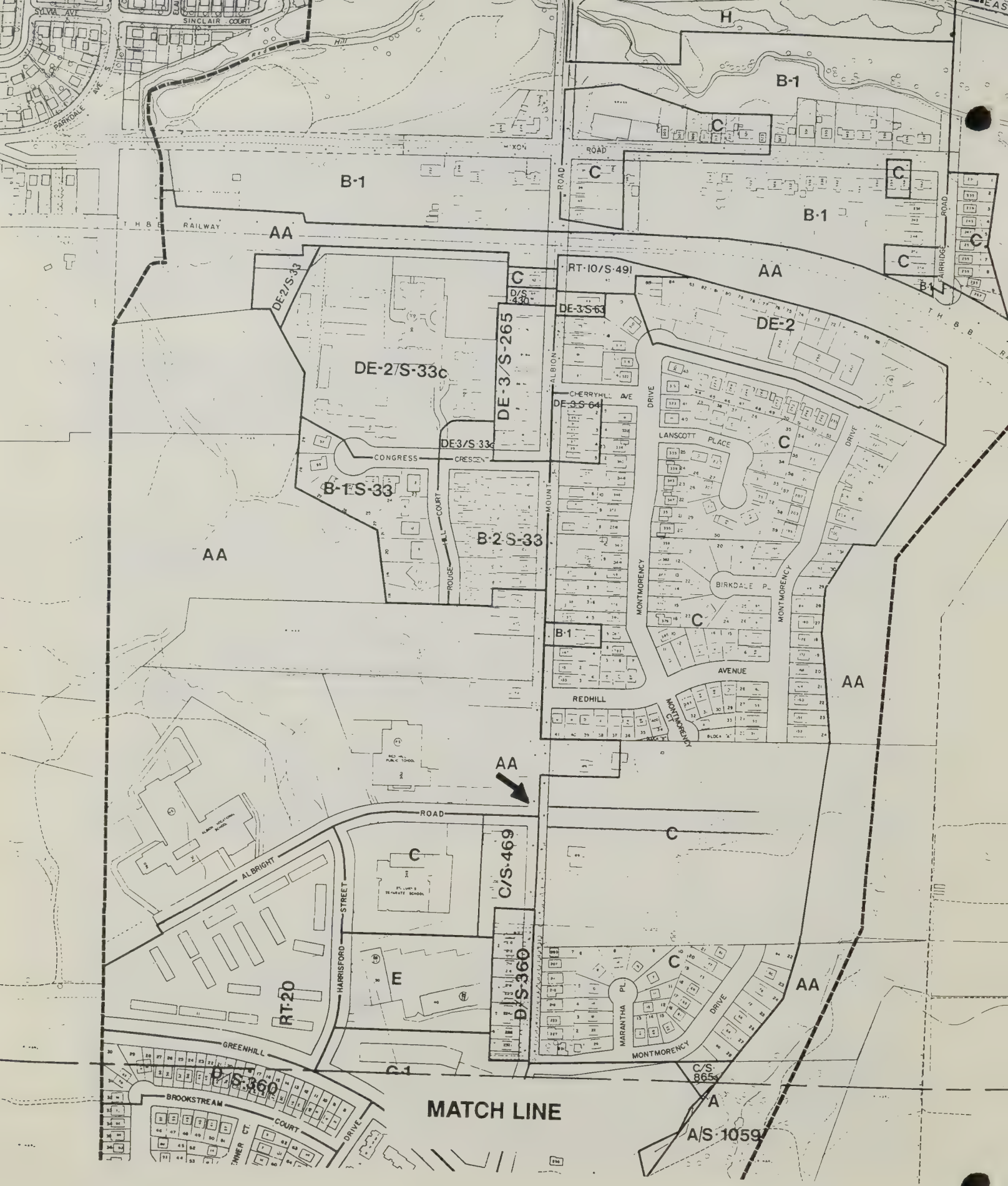
There is presently a school crossing guard assigned to the north and west crosswalks at this intersection, and studies indicate that the guard is crossing large numbers of children in these crosswalks. In addition, many children were observed walking along or playing on Albright, east of Mount Albion. There are flashing amber beacons on the school crossing signs which are visible to northbound and southbound motorists on Mount Albion. These beacons are activated during school crossing times by the guard.

Traffic Department records indicate that there has not been a reported school-aged pedestrian collision at this intersection in the past five years. Favourable pedestrian collision history indicates that children are crossing safely with the school crossing guard, and the installation of a traffic signal could not improve upon this perfect pedestrian safety record.

All requests for new traffic signals including pedestrian actuated signals, are based on provincial warrants relating to vehicular and pedestrian volumes and motor vehicle collisions. The warrants are not met at this time, primarily due to the very low volumes on Albright, and the very favourable collision record.

Both Mount Albion and Albright are City streets, and since the traffic signal warrants are not met, no subsidy funding would be available from the Province. Therefore, the City would be responsible for the entire installation costs, and no funds have been provided in the 1991 Traffic Department budget for the installation of any additional City-owned traffic signals.

Mount Albion Road presently serves as a major arterial roadway carrying through traffic between the Mountain and the lower City, and many school-aged children cross this road several times daily. Should the north/south portion of the Red Hill Creek Freeway be constructed, Mount Albion is scheduled to be closed at the bottom of the escarpment thereby removing all through traffic on this street. If this plan proceeds, the daily volume on Mount Albion could drop from over 15,000 vehicles per day to approximately 2,000 vehicles per day, a reduction of 87 percent. Therefore, the construction of the Red Hill Creek Freeway and the downgrading of Mount Albion to a local collector roadway is the only appropriate method to reduce the exposure of school children to high traffic volumes and to address concerns that the residents have about safety at the intersection of Albright and Mount Albion.


SILVA AVE
SINCLAIR COURT
PARKDALE AVE
HILL
H
B-1
C
DIXON ROAD
ROAD
T H & B RAILWAY
AA
RT-10/S-491
DE-2/S-33
D/S-430
DE-3/S-63
DE-2
DE-2/S-33c
DE-3/S-265
ALBION
CHERRYHILL AVE
DE-3/S-64
DRIVE
LANSCOTT PLACE
DE-3/S-33c
CONGRESS CRESCENT
B-1/S-33
HILL COURT
ROUGE
B-2/S-33
MOUNT
MONTMORENCY
BIRKDALE PL
AVENUE
REDHILL
MONTMORENCY CT
FAIRRIDGE ROAD
AA
ROAD
ALBRIGHT
STREET
HARRISFORD
C/S-469
D/S-360
RT-20
E
MARANTHA PL
MONTMORENCY DRIVE
GREENHILL
C-1
C/S-865
A
A/S-1059
BROOKSTREAM COURT
DRIVE
MATCH LINE

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1991 February 27

Alderman D. Agostino
c/o Aldermen's Offices
City Hall

Re: Intersection of Albright Road and Mount Albion Road

Dear Sir:

We refer to your recent correspondence requesting that a traffic signal be installed at the intersection of Albright and Mount Albion. The Traffic Department conducted studies at this intersection in January 1991, after the five schools on Albright in this area had been re-aligned and we provide the following information:

The traffic count indicates that the vehicular volume on Mount Albion is approximately 15,500 vehicles per day, and the volume on Albright is only approximately 1,300 vehicles per day. The volume of pedestrians crossing the through street (Mount Albion) is relatively heavy, at 476 pedestrians in a seven hour period.

Traffic Department records indicate that during the past five years, only three motor vehicle collisions were reported at this intersection. None of these collisions involved a pedestrian and only one of these collisions involved a vehicle turning from Albright onto Mount Albion. The remaining two collisions were rear-end collisions on Mount Albion. This collision rate of 0.6 motor vehicle collisions per year is not abnormal for an intersection of this type. Signalized intersections in Hamilton average over 5.0 motor vehicle collisions per year. Rear-end collisions increase when traffic signals are installed, and we would expect the collision rate at this intersection to increase if a traffic signal is installed.

As you are aware, there is presently a School Crossing Guard assigned to the north and west crosswalks at this intersection, and studies indicate that the guard is crossing large numbers of children in these crosswalks. In addition, we observed many children walking along or playing on Albright, east of Mount Albion. There are flashing amber beacons installed on the school crossing signs which are visible to northbound and southbound motorists on Mount Albion. These beacons are activated during school crossing times by the guard.

Traffic Department records indicate that there has not been a reported school aged pedestrian collision at this intersection in the past five years. This favourable pedestrian collision history indicates that children are crossing safely with the School Crossing Guard, and the installation of a traffic signal could not improve upon this perfect pedestrian safety record.

As you are aware, all requests for new traffic signals including pedestrian actuated signals, are based on Provincial warrants relating to vehicular and pedestrian volumes and motor vehicle collisions. The warrants are not met at this time, primarily due to the very low volumes on Albright, and the very favourable collision record.

Both Mount Albion and Albright are City streets, and since the traffic signal warrants are not met no subsidy funding would be available from the Province. Therefore, the City would be responsible for the entire installation costs. No funds have been provided in the 1991 Traffic Department budget estimates for the installation of additional city owned traffic signals.

For the above mentioned reasons, the Traffic Department recommends that a traffic signal not be installed at the intersection of Albright and Mount Albion at this time.

Mount Albion Road presently serves as a major arterial roadway carrying through traffic between the mountain and the lower City, and many school children cross this road several times daily. Should the north/south portion of the Red Hill Creek Freeway be constructed, Mount Albion is scheduled to be closed at the bottom of the escarpment thereby removing all through traffic on this street. If this plan proceeds, daily volume on Mount Albion could drop from over 15,000 vehicles per day to approximately 2,000 vehicles per day, a reduction of 87 percent. Therefore, the construction of the Red Hill Creek Freeway and downgrading Mount Albion to a local collector roadway is the only appropriate method to reduce the exposure of school children to high traffic volumes and to address concerns that the residents have about safety at the intersection of Albright and Mount Albion.

The Traffic Department has contacted the Vice-principal of the new Bishop Ryan High School located at the intersection of Albright and Quigley, who has advised that commencing in September 1991, students will be bused or driven to the school from the mountain via Mount Albion and Albright. In addition, by the Fall, further information may be available regarding the construction of the north/south portion of the Red Hill Creek Freeway. For these reasons, the Traffic Department will re-examine the requirement for a traffic signal at Mount Albion and Albright in the fall of this year.

We trust that these comments will be of assistance to you. However, we would be pleased to discuss these matters with you, if you so desire.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MW/MH/ks

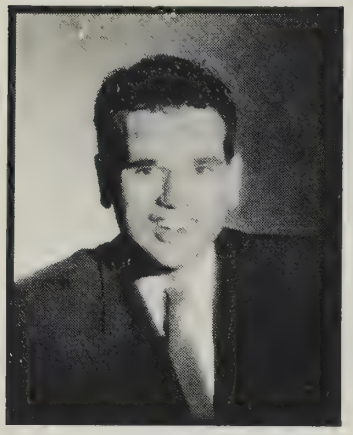
c.c. Ms. Margot Smeenk, P. Eng., Traffic Operations Engineer

Mr. Marty Hazell, C.E.T., Manager of Community Traffic Services

Mr. Martin White, C.E.T., School Crossing Co-ordinator

MAR 27 1991

11b



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

1991 March 26

Ms. T. Agnello, Secretary,
Transport and Environment Committee

Dear Tina:

Would you please have the attached placed on the next agenda of the Transport and Environment Committee meeting.

Thank you for your attention to this matter. I look forward to your notification regarding this matter.

Yours sincerely,

Dominic

Dominic Agostino, Alderman,
Ward 5

DA:tb

Attch.

c.c. Henry Merling, Chairman,
Transport and Environment Committee

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Berkindale Drive and Swan Street - Intersection Control. [TEC-67-91]

RECOMMENDATION:

That no action be taken on the request that three-way stop control be implemented at the intersection of Berkindale Drive and Swan Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Berkindale at Swan would result in increased motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to report to the Committee respecting the feasibility of installing three-way stop control and the intersection of Berkindale and Swan.

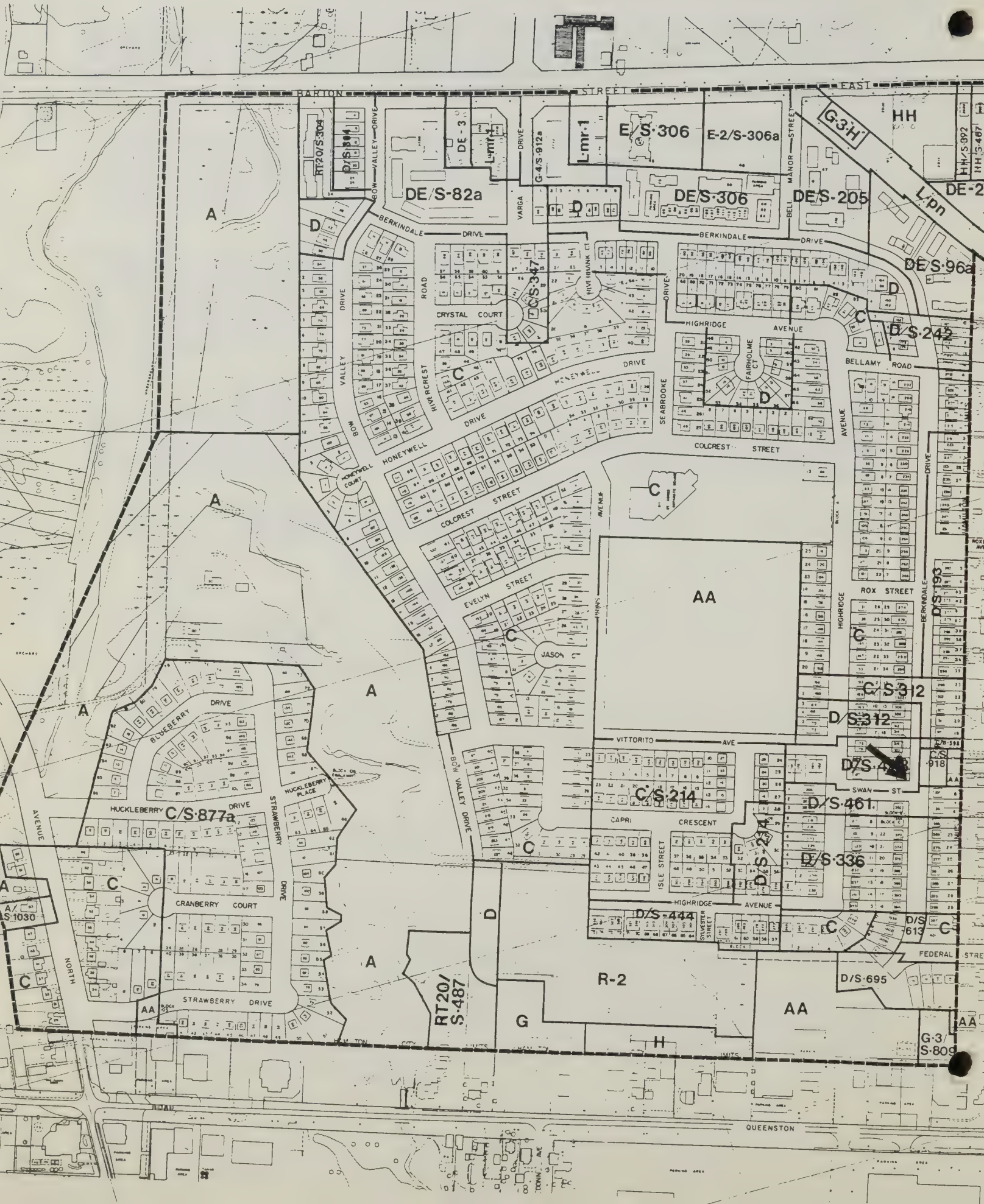
The intersection of Berkindale and Swan is a "T" intersection and presently, eastbound traffic on Swan is required to stop for northbound and southbound traffic on Berkindale. Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign and we have found the violation rate to be relatively high. This could lead to a more serious condition, when pedestrians crossing the street expect the motorists to come to a stop, and the motorist, for whatever reason, fails to stop for the stop signs.

Traffic Department records indicate that there has been only one reported collision at this intersection in at least the last nine years, which is a good record for this type of intersection. This collision could not have been prevented by any change to the intersection control.

Presently, northbound and southbound traffic on Berkindale is required to stop approximately 600 feet north at Rox and approximately 400 feet south at Federal. Additional stop signs on Berkindale at Swan would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria as to when all-direction stop control should be utilized at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

In conclusion, the intersection of Berkindale and Swan has operated safely for the past several years. Thus, there is no apparent compelling reason to change the intersection control, and indeed, stop signs on Berkindale at Swan would likely be less safe than the present intersection control.


BARTON STREET EAST
BOW VALLEY DRIVE
RT20/S-304
D/S-304
DE-3
L-mr-1
G-4/S-912a
E/S-306
E-2/S-306a
G-3-H
HH
HH/S-392
HH/S-487
DE/S-82a
DE/S-306
DE/S-205
DE-2
L-pn
DE/S-96a
BERKINDALE DRIVE
VARGA DRIVE
BELL MANOR STREET
C/S-347
CRYSTAL COURT
HIVE BANK CT
HIVE CREST ROAD
HONEYWELL DRIVE
HONEYWELL COURT
HIGHRIDGE AVENUE
FAIRHOLME CT
SEABROOKE AVENUE
BELLAMY ROAD
D/S-242
COLCREST STREET
EVELYN STREET
JASON
ROX STREET
D/S-193
C/S-312
D/S-312
D/S-418
VITTORITO AVE
SWAN ST
C/S-214
D/S-461
CAPRI CRESCENT
ISLE STREET
D/S-234
D/S-336
D/S-444
SYLVESTER STREET
D/S-613
FEDERAL STREET
D/S-695
BLUEBERRY DRIVE
HUCKLEBERRY PLACE
HUCKLEBERRY DRIVE
C/S-877a
STRAWBERRY DRIVE
CRANBERRY COURT
NORTH AVENUE
A/S-1030
RT20/S-487
R-2
G-3/S-809
QUEENSTON

APR 10 1990

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1990 April 05

Alderman Dominic Agostino
c/o Aldermen's Offices
City Hall

Re: Intersection of Berkindale Drive and Swan Street
- intersection control

Dear Sir:

We refer to your letter dated 1990 March 27 in which you advised of a request from a constituent that all-way stop control be implemented at the intersection of Berkindale and Swan. We have investigated this request and have the following report:

The intersection of Berkindale and Swan is a "T" intersection and experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not except to have to stop at this type of location, and therefore, are not looking for a stop sign and we have found the violation rate to be relatively high. This could lead to a more serious condition, when pedestrians crossing the street except the motorist to come to a stop, and the motorist for whatever reason, fails to stop for the stop signs.

Traffic Department records indicate that there has been only one reported collision at this intersection in at least the last nine years which is a good record for this type of intersection. This collision could not have been prevented by any changes to the intersection control at this intersection.

Presently, northbound and southbound traffic on Berkindale is required to stop approximately 600 feet north at Rox and approximately 400 feet south at Federal. Additional stop signs on Berkindale at Swan would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria as to when all-direction stop control should be used at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of intersecting streets, the past collision record, and to severe visibility obstructions which make it necessary for all vehicles to stop. We have reviewed these criteria and find that they are not met at this location at this time.

In conclusion, the intersection of Berkindale and Swan has operated safely for the past several years. Thus, there is no apparent compelling reason to change the intersection control, and indeed, we would consider stop signs on Berkindale at Swan to be less safe than the present intersection control.

We would be pleased to review this matter with you in detail, if you so desire.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

GK/MH/ca

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

TEL: 546-2700
FAX: 546-2095

May 02, 1991

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, May 06, 1991
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

A. **10:00 a.m.** Public Meeting - Glencarry Avenue from King Street to approximately 28.6 m northerly - Proposed narrowing to one lane and traffic operation one-way southbound in the narrowed portion

B. **10:30 a.m.** Mr. Frank Galvin - 218 Locke Street South - Commercial Boulevard Parking Agreement (Tabled from Previous Meeting)

1. Approval of the minutes of the meeting of Monday, April 22, 1991

2. **CITY SOLICITOR**

837 West 5th Street - Proposed Expropriation

3. **DIRECTOR OF PROPERTY**

(a) Alley Closure - East/West Alley from East 38th Street to North/South Alley

(b) Sale of Alleyway south of Main Street East between Balmoral Avenue South and Grosvenor Avenue South

4. **DIRECTOR OF PUBLIC WORKS**

Amendment to the Policy to Enforce City Streets By-law 86-77

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(a) Proposed Construction of Independent Concrete Sidewalks on Both Sides of Upper Ottawa Street between Stone Church Road and Rymal Road

(b) Street Closures and Temporary Closures - Hess Street South between King Street and Main Street

(c) Proposed Sidewalk/Bikeway - Scenic Drive between Denlow Avenue and West 35th Street

(d) Upgrading of a City Assumed Alley parallel to Locke Street and Margaret Street - Strathcona Neighbourhood Plan Amendment

(e) Incorporating Certain City Lands into various Streets by By-law

6. **DIRECTOR OF TRAFFIC SERVICES**

(a) Reconstruction for New Traffic Signal - Mount Albion and Albright

(b) Residential Boulevard Parking for one, two and three family dwellings

(c) Apartment Building at No. 90 Duke Street - Application for a Time Limit Exemption Permit

(d) **Parking Regulations**

i. San Pedro Drive

ii. Queensdale Avenue East

iii. North side of Carling Street, east of Paradise Road South

iv. North side of Macauley Street West, west of MacNab Street North

v. West side of Balsam Avenue between King Street and Cannon Street (Previously Tabled)

vi. Intersection of San Pedro Drive and Scenic Drive

vii. Rosedale Avenue, south of King Street East - Extension of existing "No Stopping" traffic signal clearance

viii. Tragina Avenue North

7. **CONFERENCE**

Haztech Canada: 5th Annual Pollution Control Conference - May 14-15, 1991, Toronto

8. **OTHER BUSINESS**

9. **ADJOURNMENT.**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
3.	Snow Clearing Charges - 575 James Street North	April 15, 1991	Ald. V. Agro	Tabled

April 29, 1991

T. Agnello
Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 30

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: By-law to alter Glencarry Avenue by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly.

RECOMMENDATION:

That the appropriate by-law to alter Glencarry Avenue by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly be enacted by City Council.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

With the adoption of Section 3 of the 6th Report of the Transport and Environment Committee, City Council at its meeting held on the 26th day of March 1991, recommended the preparation of the necessary by-law.

The Public Notice was published in The Spectator on April 11, 18 and 25, 1991 and will be published on May 2, 1991, in accordance with Section 301 of the Municipal Act.

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 91-

TO ALTER GLENCARRY AVENUE BY NARROWING TO ONE LANE, FROM KING STREET EAST TO A POINT APPROXIMATELY 28.6 M NORTHERLY

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of the Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary to alter Glencarry Avenue by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly, as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on the 26th day of March 1991, in adopting Section 3 of the 6th Report of the Transport and Environment Committee, authorized the reconstruction and altering of the highway as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this by-law was published as required by Section 301 of the Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The reconstruction of Glencarry Avenue by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly, as described in Schedule "A" attached hereto and forming part of this by-law, may be proceeded with.

2. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.

PASSED this day of A.D. 1991.

City Clerk Mayor

SCHEDULE "A"

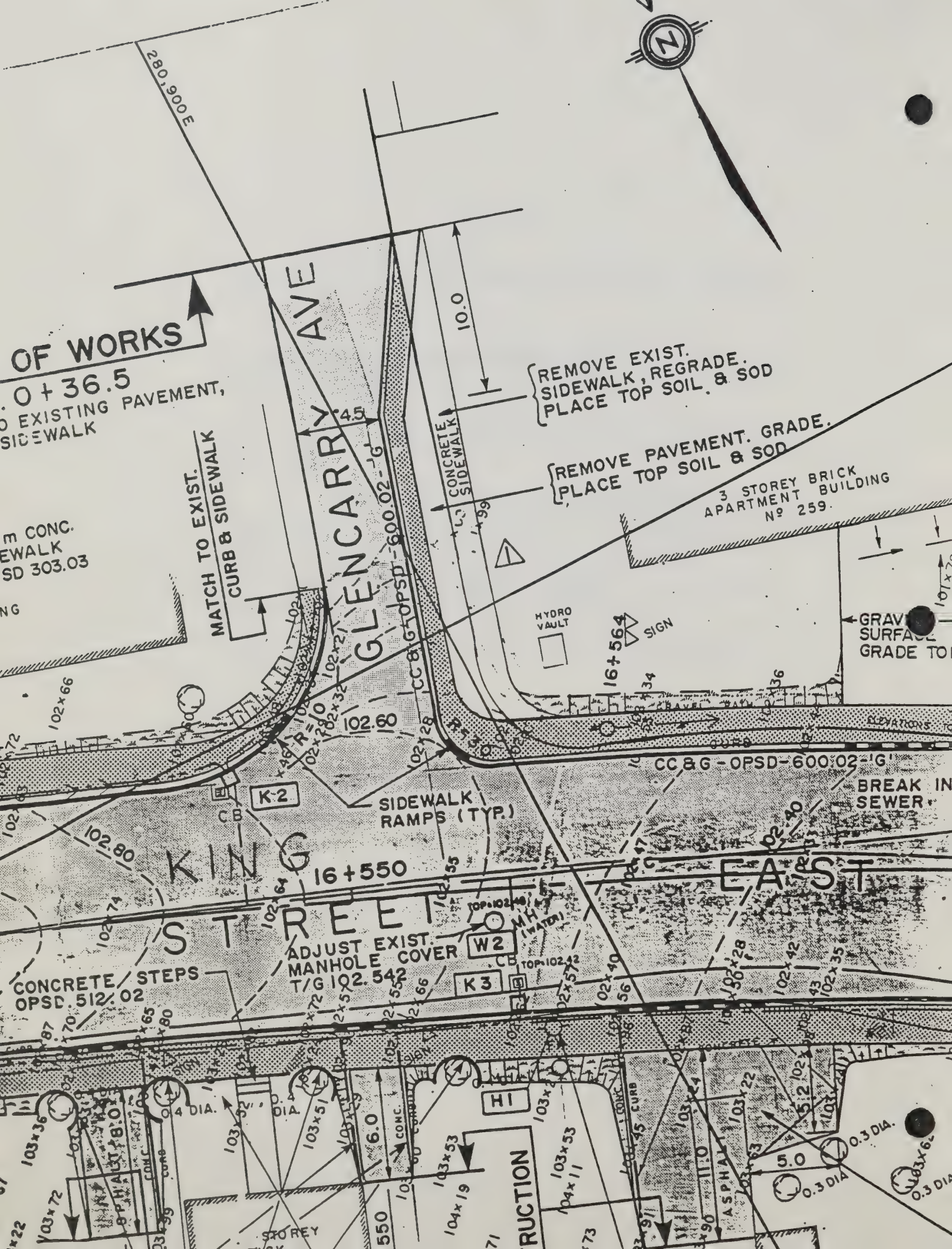
To

By-law No. 91-

DESCRIPTION OF WORK TO BE UNDERTAKEN

Glencarry Avenue

- altered by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly


OF WORKS
0+36.5
EXISTING PAVEMENT,
SIDEWALK
m CONC.
EWALK
SD 303.03
NG
280,900E
MATCH TO EXIST.
CURB & SIDEWALK
GLENCARRY AVE
4.5
10.0
CONCRETE SIDEWALK
CC & G-OPSD-600.02-'G'
REMOVE EXIST.
SIDEWALK, REGRADE.
PLACE TOP SOIL & SOD
REMOVE PAVEMENT. GRADE.
PLACE TOP SOIL & SOD
3 STOREY BRICK
APARTMENT BUILDING
Nº 259.
HYDRO
VAULT
SIGN
16+564
GRAVEL
SURFACE
GRADE TO
102.60
102.80
K-2
C.B.
SIDEWALK
RAMPS (TYP.)
CC & G-OPSD-600.02-'G'
BREAK IN
SEWER
KING
16+550
EAST
STREET
ADJUST EXIST.
MANHOLE COVER
T/G 102.542
W2
K3
CONCRETE STEPS
OPSD. 512.02
H1
4 DIA.
6.0
5.0
11.0
0.3 DIA.
STOREY
ASPHALT
CONSTRUCTION

HAMILTON

PUBLIC NOTICE

NOTICE is hereby given pursuant to Section 301 of the Municipal Act being Chapter 302 of the Revised Statutes of Ontario 1980, that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in the Council Chambers, City Hall, Hamilton, at 7:30 p.m. on Tuesday, May 14, 1991 to pass a By-law to alter the following road;

Glencarry Avenue - from King Street to approximately 28.6 m northerly.
- proposed narrowing to one lane and traffic operation one-way southbound in the narrowed portion.

Plans showing the lands to be affected may be seen in the Engineering Department on the 6th Floor, City Hall.

On Monday, May 6, 1991, at 10:00 a.m. the Council, by its Transport and Environment Committee, will hear in person or by his counsel, any person who claims that his land will be prejudicially affected by the said By-law and who applies to be heard. Any such person who wishes to be heard should, as soon as possible, make written application to:

Tina Agnello, Secretary
Transport and Environment Committee
City Clerk's Office
71 Main Street West
2nd Floor
Hamilton, Ontario L8N 3T4

DATED at Hamilton, Ontario, this 5th day of April, 1991.

K. E. Avery
City Clerk

B.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 March 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 218 Locke Street South - application for a commercial boulevard parking agreement. (TEC-54-91)

RECOMMENDATION:

That the application by Mr. Frank J. Galvin to lease a portion of the City boulevard of Chatham Street adjacent to the commercial property at No. 218 Locke Street South be approved, provided that the applicant agrees to a parking layout which would require that vehicles be parked parallel to the City sidewalk.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Mr. Frank J. Galvin has applied for permission to lease a portion of the boulevard of Chatham Street adjacent to the commercial property at no. 218 Locke Street South for parking purposes.

Mr. Galvin has requested that vehicles be permitted to park at a 90 degree angle to the sidewalk. However, the area between the sidewalk and the building is only 5.2 metres, such that anything other then an exceptionally small vehicle would overhang the City sidewalk, and create a safety hazard for pedestrians. The residential boulevard parking policy is to allow sub-standard spaces when the resident's vehicle will fit into the space with a .3 metre clearance to prevent obstruction of the sidewalk. For residential spaces this practice is appropriate since the resident's vehicle is generally the only vehicle which will be parked in the space. However, in the case of commercial parking, different vehicles

would continually be parked in this area and many would undoubtedly overhang the City sidewalk. Records indicate that, for 1990, there are 22 models of cars which are between 4.9 metres and 5.2 metres in length such that there would be little or no clearance between the vehicle and the sidewalk, and at least 6 models of cars are longer than 5.2 metres such that they would overhang the sidewalk and create a hazard for pedestrians. Therefore, the Traffic Department does not support the application, unless Mr. Galvin agree's to a parking layout which would require parking parallel to the City sidewalk.

Alderman Terry Cooke has requested that this matter be placed on an agenda of the Transport and Environment Committee.


JACKSON STREET
CANADA STREET
TORONTO STREET
HUNTER STREET
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
PEARL STREET
HAMILTON
BUFFALO
BOLD
PINE STREET
TUCKETT
ALEXANDER ST
REGINALD
RICHMOND
POULETT
RAILWAY
H/S-426
E/S-181
E2/S-79
G-1
D/S-977
D/S-770
D/S-812
FLAT AVENUE
HYDE PARK AVENUE
MOUNT ROYAL AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
UNDERMOUNT AVENUE
FAIRMOUNT AVENUE
KENT STREET
MAPLESIDE AVENUE

Monday, April 22, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman V. Formosi
Alderman T. Murray

Also present:
Alderman B. Hinkley
Alderman M. Kiss
Alderman J. Gallagher
Alderman T. Jackson
Ms. B. Price, Hamilton Safety Council
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. John Bovaird, Foreman, Public Works Department
Mr. G. Aston, Regional Engineering Department
Mr. M. Hazell, Traffic Department
Mr. H. Solomon, Traffic Department
Mr. Martin White, Traffic Department
Mr. T. Bradley, Manager of Purchasing
Mr. M. Watson, Property Department
Ms. T. Agnello, Secretary

1. APPROVAL OF THE MINUTES

The Minutes of the meeting held March 18, 1991 were approved as circulated.

2. COUNCIL REFERRAL

Resolution from the Township of St. Vincent Respecting Waste Disposal Sites

The Committee moved to receive the resolution from the Township of St. Vincent respecting Waste Disposal Sites dated February 07, 1991.

3. CITY SOLICITOR

By-law to Authorize Additional Expenditures for the Construction of Local Improvements on Concrete Sidewalks on Upper Paradise Road from Stone Church Road to Lunner Avenue

As recommended by the City Solicitor in a report dated April 09, 1991, the Committee recommended to Council as follows:

> That City Council enact the appropriate By-law in accordance with the authorization contained in Item 12 of the 10th Report of the Transport and Environment Committee and Item 15 of the 20th Report of the Finance and Administration Committee, both adopted by City Council on July 31, 1990 in order to authorize additional expenditures for the construction of local improvements on concrete sidewalks on Upper Paradise Road from Stone Church Road to Lunner Avenue.

4. MANAGER OF PURCHASING

Supply and Delivery of Traffic Paint During 1991
- Traffic Department

As recommended by the Manager of Purchasing in a report dated March 21, 1991, the Committee recommended to Council as follows:

> That a blanket purchase order, not to exceed $185,392., including GST and PST, be issued to Niagara Paints & Chemical Co. Ltd., Hamilton, being the lowest acceptable of six (6) tenders received, for the supply and delivery of Traffic Paint as and when required during 1991 by the Traffic Department, in accordance with specifications issued by the Manger of Purchasing and Vendor's tender, and that this expenditure be financed from Traffic Pavement Markings Materials Account No. 56153 75999.
>
> NOTE: As painting season is commencing within the next few weeks and the Transport and Environment Committee will not meet until April 22, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

5. DIRECTOR OF PUBLIC WORKS

5.1 **Unauthorized Removal of a City Tree - 111 St. Clair Avenue**

In response to a question, the Director of Public Works advised that they had not been contacted regarding wasps prior to the removal of the tree.

As submitted by the Director of Public Works in a report dated March 21, 1991, the Committee recommended to Council as follows:

> That the Law Department be authorized to take necessary action to recover the costs of $1,660. from the property owners, James and Maria Davies, of 111 St. Clair Avenue, to replace the health municipal tree which was removed from the road allowance by these property owners without authorization.

5.2 **Snow Clearing Charges - 575 James Street North**

The Committee was in receipt of a report from the Director of Public dated April 15, 1991.

Upon the request of Alderman Agro, the Committee agreed that the matter be **tabled.**

6. DIRECTOR OF PROPERTY

6.1 **Purchase of Land required for the Extension of Berkindale Drive from Michel Alcid Garon and Debra Ann Garon**

As submitted by the Director of Property in a report dated March 20, 1991, the Committee recommended to Council as follows:

> That an Option to Purchase executed by Michel Alcid Garon and Debra Ann Garon on March 6, 1991 and scheduled for closing on or before June 24, 1991 for the purchase of part of the property at 891 Queenston Road, more particularly described as part of Lot 23, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, be approved and completed. Subject parcel measures 20 metres (65.6 feet), by a depth of 23.51 metres (77.1 feet) and is required for the extension of Berkindale Drive. The purchase price of $2. is to be charged to Account No. CH5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

6.2 **Purchase of Land required for the Extension of Fieldway Drive from Erabuilt Design and Construction**

As submitted by the Director of Property in a report dated April 08, 1991, the Committee recommended to Council as follows:

(a) That an Option to Purchase, executed by R. James Rushlow, President of Erabuilt Design & Construction Inc. on March 26, 1991, and scheduled for closing on or before June 24, 1991, for the purchase of part of the property at 864 Upper Wentworth Street, required for the extension of Fieldway Drive, be approved and completed. The subject property contains 4,448 square feet (413.2 square metres) and is shown as Parts 19 and 20 on Plan 62R-11054.

(b) That consideration in the amount of $2. has been paid to the owners and forms part of the purchase price.

(c) That the purchase price of $105,500. is to be charged to Account No. CH5X303 00107 (Reserve for Services through Unsubdivided Lands - Land Acquisition), in which sufficient funds are available to finalize this transaction.

6.3 **Expropriation of Land required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place**

As submitted by the Director of Property in a report dated April 05, 1991, the Committee recommended to Council as follows:

That approval be given to authorize the City Solicitor to proceed with expropriation of the following properties required for the extension of Fieldway Drive from Fieldway Drive to Millwood Place.

	Property	Owner
(a)	Part of 106 Fieldway Drive Parts 1 and 2, Plan 62R-11054	Mrs. Fiorina Merone 760 Mohawk Road West Apartment 409 Hamilton, Ontario L9C 6P6

(b)	Part of 832 Upper Wentworth Street Parts 3 and 4, Plan 62R-11054	Mr. Mike Kim 365 Cumberland Avenue Hamilton, Ontario L8M 2A5
(c)	Part of 836 and 840 Upper Wentworth Street Parts 5, 6, 7 and 8, Plan 62R-11054	Barbara Pinto, In Trust c/o 20 Golfdale Place Ancaster, Ontario L9G 4A4

6.4 **Lease of City Owned Land on Queenston Road, Westerly from Kenora Avenue to Cara Operation Limited (Swiss Chalet)**

As submitted by the Director of Property in a report dated April 10, 1991, the Committee recommended to Council as follows:

(a) That the City of Hamilton renew the lease with Cara Operations Limited for the City owned lands on the north-west corner of Queenston Road and Kenora Avenue, known as 771 Queenston Road, along with a closed portion of Kenora Avenue, comprised of an area of 1,754 square metres (18,874 square feet), more or less, for the period December 10, 1990 to December 9, 1992 at a rental rate of $18,874. per annum plus realty taxes ($7,538.67 for 1990).

(b) That the City Solicitor be authorized to prepare the necessary lease for this location.

(c) That the Mayor and City Clerk be authorized to execute the Lease Agreement.

6.5 **Sale of Closed Alley East/West Alley from East 38th Street to North/South Alley to the Abutting Property Owners**

As submitted by the Director of Property in a report dated April 10, 1991, the Committee recommended to Council as follows:

(a) That an Offer to Purchase Agreement executed by Marc Corrin and Carol Corrin on March 4, 1991, for the purchase of a portion of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1. to be credited to Account No. CH5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 1 on Plan 62R-11097 and comprises a total area 528 square feet (49.05 square metres) more or less.

(b) That an Offer to Purchase Agreement executed by Mr. Peter Emery on February 26, 1991, for the purchase of a portion of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1. to be credited to Account No. CH5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 2 on Plan 62R-11097 and comprises a total area of 160 square feet (14.86 square metres) more or less.

(c) That an Offer to Purchase Agreement executed by Mr. Donald Wilds and Donald Wilds Jr., on March 4, 1991, for the purchase of the East/West Alley from East 38th Street to North/South Alley, and scheduled to close 60 days after the enactment of a by-law to sell the closed portion of said alley, be accepted and completed. The purchase price of $1. to be credited to Account No. CH5X303 00102 - Reserve for Property Purchases. The subject parcel is shown as Part 3 on Plan 62R-11097 and comprises a total area of 150 square feet (13.9 square metres) more or less.

6.6 **i. Sale of Closed Road Allowance - Holland Avenue**
ii. Purchase of Land for Butler Drive from Adisco Limited

As submitted by the Director of Property in a report dated April 12, 1991, the Committee recommended to Council as follows:

(a) That Offers to Purchase the closed road allowance of Holland Avenue, executed by the following abutting owners, be approved and completed:

	Part on Plan 62R-10568	Area	Purchaser	Purchase Price	Deposit
(i)	2,3,22,23, 26,27.30, 31,34 and 35	619.68 sq. m. (.153 ac.)	Adisco Limited	$23,250.	$2,300.
(ii)	6	40.76 sq. m. (.01 ac.)	Dominic Carnicelli	$1,500.	$100.
(iii)	15 and 19	167.30 sq. m. (.041 ac.)	Dominic Carnicelli in Trust	$6,300.	$600.
(iv)	16	196.20 sq. m. (.048 ac.)	839891 Ontario Inc.	$7,300.	$700.
(v)	17	104.05 sq. m. (.025 ac.)	Yiannoulla Mouskas	$3,900.	$300.
(vi)	18	111.48 sq. m. (.027 ac.)	Adisco Limited in Trust	$4,200.	$400.

All of the above transactions are scheduled for closing thirty (30) days after the enactment of a by-law to sell the closed road allowance of Holland Avenue.

It is understood and agreed that the City will reserve an easement to enter upon Parts 2, 3, 22, 23, 26, 27, 30, 31 and 34 inclusive on Plan 62R-10568 to undertake (at any time within three (3) years of the scheduled completion date of the finished roads in plan of subdivision for Aquino Gardens Phase 1) modifications to the surface drainage of the said Parts 2, 3, 22, 23, 26, 27, 30, 31 and 34 inclusive as the case may be, in accordance with the Grading plan therefore, approved by the Regional Commissioner of Engineering. Said easement shall enure to the benefit of the Transferor, its successors and assigns and shall be binding upon the Transferee or its heirs, executors and administrators, successors and assigns (as the case may be).

The certified deposit cheques in the total amount of $4,400. are being held by the City Treasurer pending approval of these transactions.

(b) That an Option to Purchase, executed by Tony Di Silvestro, President of Adisco Ltd, on March 20, 1991 and scheduled for closing on or before June 17, 1991 for the purchase of part of Parcel B, Holland Survey, Registered Plan 909, shown as Parts 12, 13 and 14 of Plan 62R-10568, containing 6.1 square metres (65.6 square feet) for the sum of $2., be approved and completed. Subject parcel is required for the extension of Butler Drive.

7. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

7.1 **Tree Removal on Balmoral Avenue in preparation for the City of Hamilton's 1991 Reconstruction Programme**

Prior to voting on the motion, the Acting Commissioner of Engineering advised that the tree in question is not in good condition.

As submitted by the Acting Commissioner of Engineering in a report dated March 13, 1991, the Committee recommended to Council as follows:

That the City of Hamilton's Public Works Department be authorized to proceed with the removal of a 28 inch diameter Silver Maple tree located on the west side of Balmoral Avenue between King Street East and Main Street East.

7.2 **Inadvertent Encroachment Agreements**

As submitted by the Acting Commissioner of Engineering in a report dated March 20, 1991, the Committee recommended to Council as follows:

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That a first year fee and a subsequent annual fee as determined in Schedule "A" be set for this privilege.

7.3 **1991 Servicing Expenditures Related to Subdivisions - Peace Manor**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated March 20, 1991, the Committee recommended to Council as follows:

(a) That the estimated costs of services in:

- **Peace Manor, Hamilton**
  City Share - $24,946.99, Subdivider's Share - $119,857.98

be adopted for inclusion in the Subdivision Agreement with the owner.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City and the respective owner.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

(e) That the City's share of the cost of service for this development $24,946.99 be approved, and that the Finance and Administration Committee recommend the source of funding.

(f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the 0.305 metre reserve owned by the City of Hamilton adjacent to the north limit of Peace Manor, as shown as Block "F" on Registered Plan M-62, into the Glen Forest Drive road allowance after the plan of subdivision for "Peace Manor" has been registered.

(g) That the City Solicitor be authorized and directed to prepare the necessary By-law (s) to incorporate the 0.305 metre reserve adjacent to the south limit of Peace Manor as Reserve "A" on Registered Plan Number 1421, into the Glen Forest road allowance after the plan of subdivision for "Peace Manor" has been registered.

7.4 **1991 Servicing Expenditures Related to Subdivisions - Elia Heights**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 12, 1991, the Committee recommended to Council as follows:

(a) That the estimated cost of services in:

Elia Heights (Phase 1) (formerly Eleanor Estates)
City's Share - NIL - Subdivider's Share $43,195.

be adopted for inclusion in the Subdivision Agreement with the owner.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City and the respective owner.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision agreement have been registered.

(d) That in the event of the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at this own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

7.5 **1991 Servicing Expenditures Related to Land Severance Applications - Annabelle Subdivision**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 12, 1991, the Committee recommended to Council as follows:

(a) That the estimated costs of services in:

Annabelle Subdivision, Hamilton
City Share - $9,653.71, Owner's Share - $123,984.57

be adopted for inclusion in the Modified Subdivision Agreement with the Owner.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner.

(c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Reference Plan and Modified Subdivision Agreement have been registered.

(d) That in the event the Owner wishes to proceed prior to registration of the Final Reference Plan, he should be permitted to do so at his own risk provided that he enters into a Standard Agreement for Pre-Servicing.

(e) That the City's share of costs for services in this development ($9,653.71) be approved, and that the Finance and Administration Committee recommend the source of funding for this project.

7.6 **Banner Display Application - April 19, 1993 to April 25, 1993 - Parkinson Disease Awareness Week**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated March 20, 1991, the Committee recommended to Council as follows:

That the Parkinson Foundation - Hamilton Chapter be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, April 19, 1993 to Monday, April 26, 1993 with the following message:

Parkinson's Disease Awareness Week - April 19-25/93
529-3139

7.7 **Proposed Roadway Construction on Maclennan Avenue from Upper Wentworth Street to East 23rd Street**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated March 26, 1991, the Committee recommended to Council as follows:

(a) That the roadway construction of MacLennan Avenue between Upper Wentworth Street and East 23rd Street be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $136,425. as provided for in the 1991 portion of the 1991-1995 Capital Budget as City's share ($66,347.) and Owner's share ($70,078.);

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and

(c) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works; and

(d) That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

7.8 **Proposed Construction of Independent Concrete Sidewalks on the Southwest Corner of Stone Church Road and Upper Wentworth Street**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 02, 1991, the Committee recommended to Council as follows:

(a) That the construction of an independent concrete sidewalk on the southwest corner of Stone Church Road and Upper Wentworth Street be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of $20,990., as provided for in the 1991 portion of the 1991 - 1995 Capital Budget with a City share of $1,760. and a maximum Property Owner's share of $19,230.;

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and

(c) That the Acting Commissioner of Engineering be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received.

NOTE: The actual cost of the work, if less than $20,990., would be distributed between the property owners and the City at a ratio of 1923:176.

7.9 **PPM Canada Inc. - PCB Destruction for Hamilton Hydro-Electric System at 450 Nebo Road in Hamilton**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 04, 1991, the Committee recommended to Council as follows:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System at 450 Nebo Road in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

7.10 **Sanexen International - PCB Destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 10, 1991, the Committee recommended to Council as follows:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Sanexen International carrying out the proposed PCB destruction for Asea Brown Boveri Inc. at 1600 Burlington Street East in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-laws are complied with fully;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

7.11 **Temporary Street Closure - Upper Wentworth Street between Concession and Alpine**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated March 27, 1991, the Committee recommended to Council as follows:

(a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue a purchase order to Jaychris Indus-Rail Supply Incorporation for $17,000. to purchase the Hi-Rail rubber crossing materials for Cannon Street at Glendale Avenue, C.P. Rail crossing.

(b) That the expenditures be financed from City Account No. 57409-52010 (Specific Maintenance).

7.12 **Temporary Street Closure - Upper Wentworth Street between Concession and Alpine**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated March 27, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Engineering in authorizing the application of the Acme Excavating Company to temporarily close Upper Wentworth Street between Concession and Alpine on Thursday, March 28, 1991 from 7:00 a.m. to 3:00 p.m. and Monday, April 1, 1991 from 7:00 a.m. to approximately 6:30 p.m. to install sanitary and storm sewers, subject to the following conditions:

(a) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department if deemed appropriate, on the affected roadways at the expense of the applicant;

(b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(c) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

(d) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this closure;

(e) That no property owner or resident with the barricaded area be denied access to their property if requested;

(f) That all property owners and tenants along the closed portion of the road be notified of the closure by the applicant at least two (2) days prior to the closure in a form acceptable to the Commissioner of Engineering.

7.13 **Acceptance of Land by the City of Hamilton from the Region on Plan 62R-11664 for Road Purposes on DiCenzo Drive**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 12, 1991, the Committee recommended to Council as follows:

> That the City convey Part of Part 1, Plan 62R-11664 to the Region for road widening purposes on Stone Church Road East and in return accept Parts 12 and 13 of Plan of Plan 62R-11664 from the Region, for roadway purposes along DiCenzo Drive south of Stone Church Road East and that the Mayor and City Clerk be authorized and directed to execute all required documents for the said conveyance.

7.14 **Go Transit Service Expansion Environmental Assessment Act Review**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 16, 1991, the Committee recommended to Council as follows:

(a) That the City of Hamilton advise the Ministry of the Environment that it concurs with the Environmental Assessment prepared for the Go Transit Service Expansion Program;

(b) That Go Transit be requested to continue to work with the City of Hamilton in the design of the TH&B Station and the pedestrian links in the area;

(c) That Go Transit be encouraged to increase the frequency of service to the TH&B Station as quickly as feasible.

7.15 **Proposed Installation of Ditch Inlet and 250 mm Diameter Storm Drain at the North End of West Park Avenue Running North-West between municipal No.'S 41 and 45 West Park Avenue**

As submitted by the Commissioner of Transportation/Environmental Services in a report dated April 16, 1991, the Committee recommended to Council as follows:

(a) That the Senior Director, Roads Department be authorized to design and construct a 250 mm diameter storm drain and ditch inlet at the north end of West Park Avenue between municipal no's. 41 and 45 West Park Avenue at an estimated cost of $6,600.

(b) That the above works be constructed subject to the cost sharing by the Hamilton Region Conservation Authority, and the two adjacent home owners at an amount of 15% each, for a total of 45% of the estimated value of the project.

(c) That the estimated City of Hamilton share of $3,600. be charged to the Current Budget Account No. CH55318-52025 (Catch Basin Construction).

8. <u>DIRECTOR OF TRAFFIC SERVICES</u>

8.1 **Appointment of Parking Control Officers**

As submitted by the Director of Traffic Services in a report dated March 26, 1991 the Committee recommended to Council as follows:

(a) That, in accordance with Section 70 of the Police Act, the following persons be appointed as Parking Control Officers:

Mr. Stephen D. McFarland
Mr. Craig J. Saunders

(b) That the previous list of personnel appointed as Parking Control Officers be revised by deleting the following name:

Mr. Garry S. Flynn

8.2 **Processing of City of Hamilton Traffic By-law Amendments**

As submitted by the Director of Traffic Services in a report dated April 12, 1991, the Committee recommended to Council as follows:

That the Province of Ontario be requested to amend the Regional Municipality of Hamilton-Wentworth Act. R.S.O. 1980, Chapter 437, to allow the Councils of the Area Municipalities to pass Traffic By-law amendments for roadways under the jurisdiction and control of the Area Municipalities, with subsequent approval by the Regional Council, but to exempt by-laws regulating parking, stopping and stop sign control of intersections from Regional approvals.

8.3 **218 Locke Street South - Application for a Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report from the Director of Traffic Services dated March 26, 1991.

Upon the request of Alderman Cooke, the Committee agreed to table the matter to the next meeting in order to allow a delegation to speak on the matter.

8.4 **School Crossing Guard Location as Affected by the 1991 Budget Packages**

As recommended by the Director of Traffic Services in a report dated April 12, 1991, the Committee recommended to Council as follows:

(a) That School Crossing Guards be removed from the following locations:

Mohawk Road and Moxley Drive
Weir Street and Vansitmart Avenue
Barton Street and Ruth Street
Inverness Avenue and Elcho Street
Britannia Avenue and McLaren Avenue
Emerson Street and Sussex Street
Guildwood Drive and Upper Horning Road
Emerald Street and Stinson Street

(b) That a School Crossing Guard be assigned to the intersections of Barton Street and Ruth Street and Mohawk Road and Moxley Drive in September 1991, for an appropriate phase out period, to direct children to cross at the nearby traffic signals and;

(c) That the existing crosswalks and "No Stopping" clearances remain in place at Weir Street and Vansitmart Avenue, Inverness Avenue and Elcho Street, Britannia and McLaren Avenue, Emerson Street and Sussex Street, Guildwood Drive and Upper Horning Road, and Emerald Street and Stinson Street and;

(d) That City By-law 89-72 be amended accordingly and;

(e) That the use of guards during the lunch time crossing periods be discontinued at the following School Crossing Guard locations:

Greenhill Avenue and Country Club Drive
Main Street East and Walter Avenue
West 5th Street and Tyrone Drive
Limeridge Road and Brewster Street
Dundurn Street and Hunt Street

(f) That the Summer Crossing Guard Program be discontinued.

Following a brief discussion the Committee directed staff to bring forth a report to the Transport and Environment Committee regarding crossing guards at signalized intersections and school patrol programs.

8.5 TIME LIMIT EXEMPTION PERMITS

8.5.1 **203-87 Duke Street**

As recommended by the Director of Traffic Services in a report dated March 22, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to Ms. Kathy Szigeti, 203-87 Duke Street.

8.5.2 **Apartment Building at No. 255 James Street North**

As recommended by the Director of Traffic Services in a report dated April 02, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first three applicants residing in the apartment building at No. 255 James Street North.

8.6 **Parking Regulations**

Pursuant to various recommendations in reports submitted by the Director of Traffic Services the Committee recommended to Council that By-law No. 89-72 be amended as follows:

8.6.1 **North Side of Gertrude Street between Depew Street and Rowanwood Street**

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on the north side of Gertrude commencing at Depew Street and extending to a point 261 feet westerly therefrom, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation, and

8.6.2 **West Side of Moxley Drive, South of Mohawk Road**

i. That the existing "No Stopping" regulation on the west side of Moxley Drive which commences at Mohawk Road and extends to a point 113 feet southerly therefrom, be shortened, such that the regulation commences at Mohawk Road and extends to a point 65 feet southerly therefrom; and

ii. That a "No Parking" regulation be implemented on the west side of Moxley Drive commencing at Rideau Crescent and extending to a point 122 feet northerly therefrom; and

8.6.3 **East 27th Street between Mohawk Road and Seeley Avenue**

That a "Three Hour Parking Time Limit, 24 hours a day, Monday to Saturday", regulation be implemented on both sides of East 27th Street between Mohawk Road and Seeley Avenue; and

8.6.4 **West Avenue North between Evans Street and Cannon Street**

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be replaced by a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation on both sides of West Avenue North between Evans Street and Cannon Street; and

8.6.5 **West Side of Lottridge Street between Barton Street and Clinton Street**

That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., seven days a week" regulation on the west side of Lottridge Street between Barton Street and Clinton Street, be removed; and

8.6.6 **Scott Street between Gainsborough Road and the South End**

i. That the existing "Alternate Side Parking" regulation on Scott Street between Gainsborough Road and the south end be removed; and

ii. That the parking be prohibited on the west side of Scott Street between Gainsborough Road and the south end; and

8.6.7 **113 Napoli Drive - Request for a Reserved Permit Parking Space for a Handicapped Resident**

i. That a "Permit Parking" regulation be implemented on the south side of Napoli Drive commencing at a point 254 feet north of Guildwood Drive and extending to a point 25 feet easterly therefrom; and

ii. That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. A. Fuller, 113 Napoli Drive; and

8.6.8 **51 West Avenue South - Request for a Wheelchair Loading Zone**

That a "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of West Avenue South commencing at a point 76 feet north of Hunter Street East and extending to a point 20 feet northerly therefrom; and

8.6.9 **Merrilee Crescent between Rockview Avenue and the West Limits and Rockview Avenue between Crerar Drive and Sirente Drive**

The Committee gave leave to introduce an added report from the Director of Traffic Services dated April 17, 1991 and approved the following:

i. That an "Alternate Side Parking" regulation be implemented on Merrilee Crescent between Rockview Avenue and the west limits such that parking is prohibited;

- on the south and west sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October, and November; and

- on the north and east sides of the street from the 16th to the last day of April, May, June, July, August, September, October, and November; and

ii. That an "Alternate Side Parking" regulation be implemented on Rockview Avenue between Crerar Drive and Sirente Drive such that parking is prohibited;

- on the north side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July August, September, October, and November; and

- on the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

8.7 **INTERSECTION CONTROL**

8.7.1 **Margate Avenue and Southwood Drive**

As recommended by the Director of Traffic Services in a report dated March 19, 1991 the Committee recommended to Council as follows:

(a) That northbound traffic on Southwood Drive be required to stop for eastbound and westbound traffic on Margate Avenue; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

8.7.2 **Lawnhurst Drive and Lawnview Drive**

As recommended by the Director of Traffic Services in a report dated April 09, 1991 the Committee recommended to Council as follows:

(a) That northbound traffic on Lawnview Drive be required to stop for eastbound and westbound traffic on Lawnhurst Drive; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

8.7.3 **Merrilee Crescent and Rockview Avenue and Crerar Drive and Rockview Avenue**

As recommended by the Director of Traffic Services in a report dated April 03, 1991 the Committee recommended to Council as follows:

(a) That southbound traffic on Merrilee Crescent be required to stop for eastbound and westbound traffic on Rockview Avenue; and

(b) That eastbound traffic on Rockview Avenue be required to stop for northbound and southbound traffic on Crerar Drive; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

9. CHAIRMAN - PEDESTRIAN SAFETY PUBLIC MEETING

Request to direct staff to prepare a report based on submissions at a public meeting

After a presentation from Alderman Hinkley the Committee approved a report dated April 17, 1991 as submitted by the Chairman of the Pedestrian Safety Public meeting as follows:

That the Traffic Department be directed to draft a report for submission to the Transport and Environment Committee based on minutes and submissions of the Pedestrian Safety Public meeting held on April 08, 1991.

10. CHAIRMAN - ONTARIO TRAFFIC CONFERENCE

Request for appointment of Elected Official and designate on Ad Hoc Committee to review School Crossing Uniformity.

After brief discussion the Committee resolved to appoint Alderman D. Agostino as a member and Alderman Kiss as a designate to the Ad Hoc Committee to Review School Crossing Uniformity.

11. ALDERMAN D. AGOSTINO

11.1 **Intersection of Albright Road and Mount Albion**

The Committee was in receipt of a report from the Director of Traffic Services dated April 12, 1991.

Alderman Agostino explained that the intersection is extremely busy with few breaks in traffic.

There are 5 schools in the vicinity of this intersection and several hundred students cross it. Alderman Agostino has compiled a petition with several hundred signatures requesting lights at this intersection.

Mr. Solomon explained that 2 way stop control presently exists at the location. He pointed out that there have been no pedestrian collisions at the intersections.

In terms of financing, Mr. Solomon advised that there has been no money allocated in the budget and that the location does not want the Provincial warrants in order to receive 50 % funding. He estimated the cost of new signal lights at approximately 60 thousand dollars.

A discussion ensued regarding a possible request for the Province to find some funding.

Mr. Solomon also advised that the Committee should request lights at the location construction of left turn lanes are required in order to accommodate the traffic flow. The Acting Commissioner of Engineering advised that construction costs are estimated at approximately 100 thousand dollars.

Subsequent to discussion, the Committee passed the following resolution for Council's consideration:

(a) That a traffic signal be installed at the intersection of Albright Road and Mount Albion Road;

(b) That Mount Albion Road be constructed to accommodate left turn lanes;

(c) That final approval of (a) and (b) be subject to a submission of a staff report detailing works to be completed and estimated costs of works (presently estimated at $60,000. for lights and $100,000. for left turn lanes);

(d) That subsequently the Finance and Administration Committee be requested to recommend the method of financing.

11.2 **Intersection of Berkindale Drive and Swan Street**

The Committee was in receipt of a report from the Director of Traffic Services dated April 11, 1991

After brief discussion the Committee passed the following resolution for Council's consideration:

(a) That three way stop control be implemented at the intersection of Berkindale Drive and Swan Street.

(b) That City Traffic By-law 87-92 be amended accordingly.

12. **OTHER BUSINESS**

Mrs. B. Price submitted a note of thanks to the Committee Members for their support regarding a walkathon for charity.

13. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
1015 Barton St. E.	Doors Swinging out onto Road Allowance of Rosslyn Avenue North (2.5')	Ladislav Kratky Architects Inc. 11 Lavinia Ave., Suite 101 Toronto, Ontario M6S 3H6	$105.00/$20.00	T103-50(923)
9 Holton Ave.	Portion of a Building (0.65' x 55.4')	Henry P. Steponaitis Barrister & Solicitor 1613 Bloor Street West Toronto, Ontario M6P 1A6	$105.00/$20.00	T103-50(909)
448 Main St. W.	3 Canopies (3.0' x 5.3') (3.0' x 5.3') (4.0' x 7.4') A Bay Window (2.0' x 4.0') Paving Stones and Retaining Wall (8.5' x 18.5' x 0.5') onto the Road Allowance of New Street	Petrinz, Rubenstein & Waxman Barristers & Solicitors 242 James Street South Hamilton, Ontario L8P 3B3	$112.00/$48.00	T103-50(918)

SCHEDULE "A"

City Council Date:_____

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
173 Balmoral Ave. N.	Wood Steps (3.0' x 1.35')	Scoccia & Castura Barristers, Solicitors, Notaries Public 263 John Street South Hamilton, Ontario L8N 2C9	$105.00/$20.00	T103-50(928)
272 Hunter St. W.	Portion of a Building (0.27' x 24.50')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(925)
274 Hunter St. W.	Portion of a Building (0.32' x 25.90')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(926)
270 Hunter St. W.	Portion of a Building (0.22' x 33.60')	Harrington & Harrington Barristers, Solicitors, Notaries Public 550 Concession Street Hamilton, Ontario L8V 1A9	$105.00/$20.00	T103-50(929)

2.

CITY OF HAMILTON

APR 2 3 1991

- RECOMMENDATION -

DATE: 1991 April 22

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: 837 West 5th Street - proposed Expropriation

RECOMMENDATION:

That the attached By-law to expropriate a vacant lot, which is municipally known as 837 West 5th Street in the Kernighan Neighbourhood in the City of Hamilton, for roadway and municipal purposes, be enacted.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds in Account #CH 5X303 00102 for this expropriation.

BACKGROUND:

The acquisition by expropriation of this vacant lot located at 837 West 5th Street, City of Hamilton was approved by Council, March 14, 1989, pursuant to the implementation of the proposed plan for Kernighan Neighbourhood. Negotiations by the Property Department to acquire this lot from the owner have been unsuccessful. An inquiry was requested by the owner but later withdrawn.

Passage of the Expropriation By-law is the next step. It authorizes registration of the City's expropriation plan on title. Registration will vest ownership of the land in the City's name. The owner disputes the land compensation value. Settlement negotiations continue informally and if necessary will be resolved by application to the Land Compensation Board.

THE CORPORATION OF THE CITY OF HAMILTON
BY-LAW 91-
TO EXPROPRIATE LANDS FOR
ROADWAY AND MUNICIPAL PURPOSES
PURSUANT TO SECTION 193 OF THE MUNICIPAL ACT,
R.S.O. 1980, CHAPTER 302

WHEREAS Section 193 of The Municipal Act, R.S.O. 1980, Chapter 302 states that the Council of a municipality may pass by-laws for acquiring or expropriating any land required for the purpose of the Corporation;

AND WHEREAS on March 14, 1989, The Corporation of the City of Hamilton, as an expropriating authority, pursuant to The Expropriations Act, R.S.O, 1980, Chapter 148, did authorize an application to the Council of the Corporation of the City of Hamilton as approving authority, for approval of the expropriation described in Schedule "A" below;

AND WHEREAS notices of the application as required under The Expropriations Act have been duly served in accordance with The Expropriations Act;

AND WHEREAS the Corporation of the City of Hamilton, as expropriating authority, did publish notice of this application in The Spectator, a newspaper having a general circulation in the City of Hamilton in accordance with The Expropriations Act;

AND WHEREAS an inquiry hearing to determine if the proposed expropriation was fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority was requested pursuant to the said Expropriations Act but that request was later abandoned;

NOW THEREFORE, the Council of The Corporation of the City of Hamilton enacts as follows:

1. As approving authority under The Expropriations Act, the Council of The Corporation of the City of Hamilton hereby approves the said application to expropriate the lands described in Schedule "A" set out below;

2. As expropriating authority under The Expropriations Act, The Corporation of the City of Hamilton hereby expropriates the lands described as Part of Lot 14, Registered Plan 695, designated as Parts 1 and 2 on Plan 62R-10580, in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, Province of Ontario, to acquire the said lands for roadway and municipal purposes;

3. That the City Clerk and the proper Officers of The Corporation of the City of Hamilton are hereby authorized and directed to do all things necessary to implement and give effect to the provisions of this By-law and this authority shall include the taking of all necessary proceedings to enter and take possession of the land herein expropriated.

PASSED this day of , A.D. 1991.

ROBERT M. MORROW - MAYOR

K. E. AVERY - CITY CLERK

3(a)

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 April 26

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Alley Closure - East/West Alley from East 38th Street to North/South Alley**

RECOMMENDATION:

a) That an Offer to Purchase Agreement executed by Milorad and Dusica Kobilski on March 22, 1991 and scheduled to close sixty (60) days after the enactment of a By-Law to sell the closed portion of the East/West Alley, first south of Concession from East 38th Street to North/South Alley, be approved and completed. The purchase price of One Dollar ($1.00) is to be credited to Account No. CH 5X303 00102 (Reserve for Property Purchases). Subject parcel is shown as Part 4 on Plan 62R-11097 and comprises a total area of 18.58 square metres (200 square feet) more or less.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

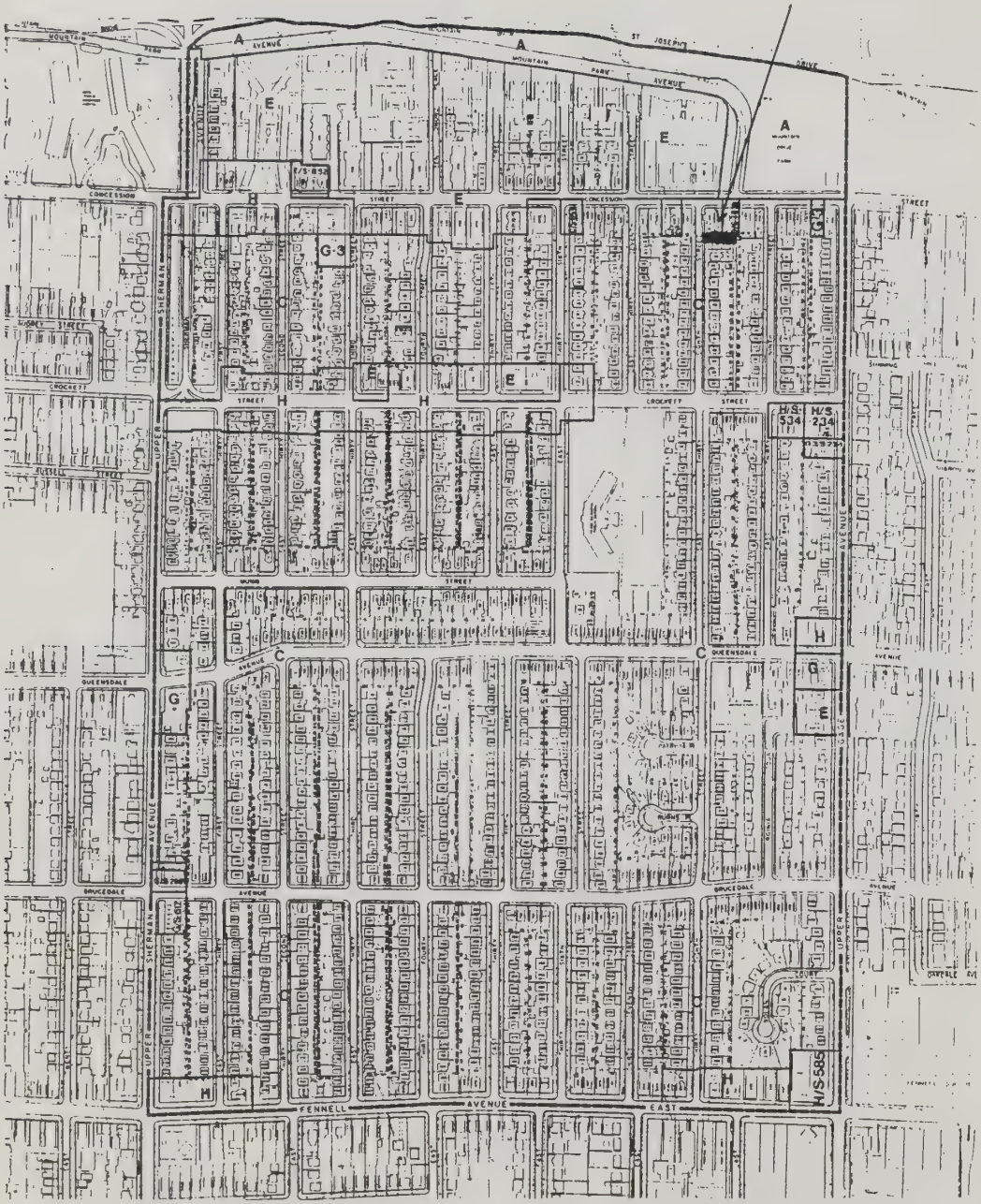
BACKGROUND:

Offers to Purchase from three property owners for the purchase of this Alleyway have been forwarded under separate cover. This Offer represents the fourth and final offer and is being forwarded at this time as these property owners were out of the country.

c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(4508)

SUBJECT PROPERTY



124	12	37
42	111	128
18	96	61

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department
of the Regional Municipality of Hamilton-Wentworth

CITY OF HAMILTON

RALEIGH

ZONING

SCALE

7212	JANUARY 1990	111

3(b)

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 April 26

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Sale of Alleyway south of Main Street East between Balmoral Avenue South and Grosvenor Avenue South**

RECOMMENDATION:

a) That Item 2 of the 13th Report of the Transport and Environment Committee, approved by City Council on September 29, 1987, be rescinded in its' entirety and the City Solicitor be directed to take the necessary action to refund the deposit made by the abutting owners.

b) That Offers to Purchase portions of the alleyway located south of Main Street between Balmoral Avenue and Grosvenor Avenue South to the abutting owners, be approved and completed as follows:

	Part on Plan 62R-10227	**AREA**	**PURCHASER**	
i)	Part 5	1.52 m x 12.19 m 5 ft x 40 ft 18.58 square metres 200 square feet	Diego Sebastianutti Mary Sebastianutti	$1.00
ii)	Part 2	1.52 m x 36.57 m 5 ft x 120 ft 55.74 square metres 600 square feet	George Badura	$1.00
iii)	Part 3	1.52 m x 36.57 m 5 ft x 120 ft 55.74 square metres 600 square feet	Morris Felicetti Roxanne Felicetti	$1.00
iv)	Part 6	1.52 m x 12.19 m 5 ft x 40 ft 18.58 square metres 200 square feet	Michael Wyslobicky Jessie Wyslobicky	$1.00

v)	Parts 8 and 9	1.52 m x 48.76 m 5 ft x 160 ft 74.32 square metres 800 square feet	482115 Ontario Limited President - Guido Tomassetti	$1.00

It is understood and agreed that Parts 3, 6 and 9 on Plan 62R-10227 are subject to an easement in favour of Bell Canada for maintenance of their underground plant.

All of the above transactions are scheduled for closing sixty (60) days after the enactment of a by-law to sell the closed alleyway between Balmoral Avenue and Grosvenor Avenue South, 1st South of Main Street East. The purchase price of $1.00 is to be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The purchase price of $1.00 from each of the abutting owners is to be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

A certified deposit cheque in the amount of $ .50 forwarded by 482115 Ontario Limited is being held by the City Treasurer pending approval of this transaction.

BACKGROUND:

On March 31, 1987 in adopting Item 19 of the 6th Report of the Transport and Environment Committee, City Council approved an application to close the subject alleyway and sell same to the abutting owners at market value.

On March 8, 1988, City Council approved Item 5 of the 5th Report of the Transport and Environment Committee amending the City's policy on the sale of closed alleyways and walkways.

This closure therefore falls within the amended policy and therefore is being sold to the abutting owners for $1.00. This alleyway was finally closed by Judge's Order, Registered on Title February 26, 1991. Policy states that commercial properties abutting alleyways must pay fair market value; however, in this case; the Law Department had advised that the Judge felt that it would be unfair to make the commercial owner in this case lose both the use of the alley, and pay fair market value to acquire that strip of land. Therefore, any offer to be drawn up for Council approval, or by-law referencing the same, should state that sale of the alleyway portions must be made at the price of $1.00 to each abutting owner.

The Real Estate Department has concurred with the Judge's Order to sell each portion to the respective owner at the price of $1.00.

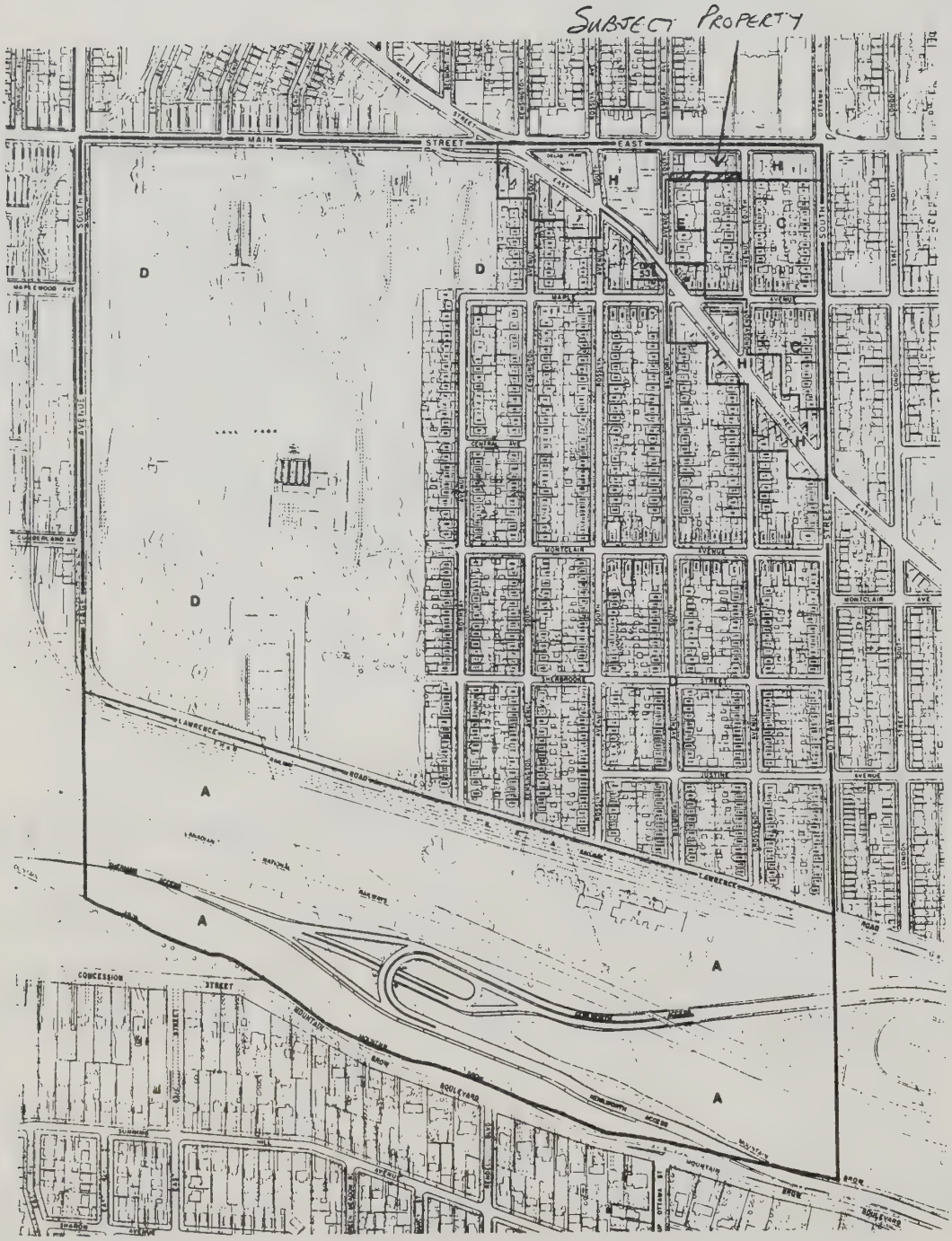
Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor

- Mr. E. C. Matthews, Treasurer

- Ms. L. MacNeil, Property Clerk, Surveys

(4508)



128 35 34 12 37 36 128 128 122 This is not a Legal Document For Zoning Verification Please Contact City Building Department.	CITY OF HAMILTON **DELTA WEST** **ZONING**
Neighbourhood Boundary Zoning Boundary	0 100m SCALE 50m NORTH
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 6604 · JUNE 1988 · PAGE NO. 37

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 1

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Amendment to the Policy to Enforce City Streets By-law 86-77**

RECOMMENDATION:

That the present policy to facilitate enforcement of violations of the Streets By-law No. 86-77 regarding visibility obstructions caused by plant material adopted by the Council of the Corporation of the City of Hamilton on 10th day of May 1988 as item 4 of the eighth report of the Transport and Environment Committee be rescinded in its entirety and replaced with the following:

1) **Enforcement of the by-law will be by the Director of Public Works and will be exercised in the following manner:**

   The Public Works Department shall trim any vegetation on the boulevard in the following situations:

   i. **at the intersection of two public highways where, in the opinion of the Director of Traffic Services, a visibility obstruction affects the safety of the general public; and**

   ii. **at non intersection locations, upon complaint of the abutting resident/owner who is immediately affected by the obstruction, or where in the opinion of the Director of Traffic Services it is deemed a visibility obstruction or safety hazard.**

2) **The Public Works Department shall serve on the offending property owner:**

   i. **A notice of violation which shall consist of a written field violation notice giving the property owner two weeks to reduce the plant material to the proper size. This notice should either be given directly to the property owner or placed in the mailbox.**

ii. **At the end of the two week period, the Department of Public Works will re-inspect the site. If the property owner has not complied with the notice, a follow-up, registered letter from the Director of Public Works will be sent to the property owner advising them to comply within one week of receiving the registered letter. At the end of one week, the Department of Public Works will re-inspect the site and take whatever action is necessary to comply with the by-law, and charge any costs to the owners of the property.**

NOTE: The amendments to wording are a result of discussions with the Law Department.

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Present Policy:

4(b) That, the following policy be adopted for enforcement of violations of the Streets By-law respecting visibility obstructions caused by hedges:

i) Enforcement of the regulation by the Director of Public Works will generally be exercised;

1. at the intersection of two public highways where in the opinion of the Director of Traffic Services, a visibility obstruction affects the safety of the general public; and

2. at non-intersection locations, upon complaint of the abutting owner who is immediately affected by the encumbrance.

(ii) Notice of violation shall consist of a field violation notice placed in the mailbox and a follow-up registered letter from the Director of Public Works.

(iii) A two week period shall be allowed for the trimming of a hedge or shrub.

(iv) At the end of the two week period, the Department of Public Works

will visit the site and take whatever corrective action is necessary to comply with the policy, and charge any cost to the owners of the property.

In co-operation with the Law Department, the recommended wording is intended to make the policy more precise without changing it's intent. In effect staff will be better able to respond more effectively to situations involving plant material on a boulevard, causing a visibility problem. Although the present Streets By-law specifies planting and maintenance requirements, enforcement of the By-law and previous policies adopted by City Council have not easily been achieved. As an example, a plant related obstruction may affect several residents on one street due to the curvature of the roadway, but the abutting owner who is not affected makes no complaint and therefore, no corrective action would be taken, as per the existing policy. With the proposed policy in place, the Public Works staff will be able to take necessary action to enforce the By-law as intended by involving the Director of Traffic Services in similar situations.

RWC/PSU/rb

cc M. Main, Traffic Department
cc P. Noé-Johnson, Law Department
cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist

5 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 25
821-64

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Construction of Independent Concrete Sidewalks on Both Sides of Upper Ottawa Street between Stone Church Road and Rymal Road

RECOMMENDATION:

a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk at the following locations be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross costs of $175,910.00, as provided for in the 1991 portion of the 1991-1995 Capital Budget with a City share of $87,574.00, and a maximum Property Owner's share of $88,336.00:

   i) Upper Ottawa Street, west side, from Rymal Road to the north limit of 1598 Upper Ottawa Street and from the south limit of 1562 Upper Ottawa Street to the north limit of 1554 Upper Ottawa Street;

   ii) Upper Ottawa Street, west side, from the south limit of 1538 Upper Ottawa Street to 57 metres south of Silverton Avenue and from Silverton Avenue to the north limit of 1446 Upper Ottawa Street;

   iii) Upper Ottawa Street, east side, from Rymal Road to Unsworth Drive; and,

   iv) Upper Ottawa Street, east side, from Stone Church Road East to 200 metres southerly.

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

Cont'd...

Proposed Construction of Independent Concrete Sidewalks on Both Sides of Upper Ottawa Street between Stone Church Road and Rymal Road

Cont'd...

c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and,

d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1991-1995 Capital Budget.

The estimated cost per metre for an independent concrete sidewalk is $86.00. The property owners will be charged this rate or the actual cost, whichever is less.

BACKGROUND:

The Region will be undertaking the construction and widening of Upper Ottawa Street between Stone Church Road and Rymal Road during the 1991 construction season. It would be expedient to construct sidewalks in conjunction with the road and curbs to provide a safe walking surface for pedestrians. The location of the proposed work is shown on the attached plan.

Three portions of Upper Ottawa Street presently do not have a concrete sidewalk and are not included in this Local Improvement Project. The one portion, on the east side between Unsworth Drive and a point 200 metres south of Stone Church Road East, has not yet been developed. Staff recommends against the installation of concrete walks at this time as the heavy equipment required during future development of this land will undoubtedly damage/destroy the walk. An asphalt path will be provided within this

Cont'd .....

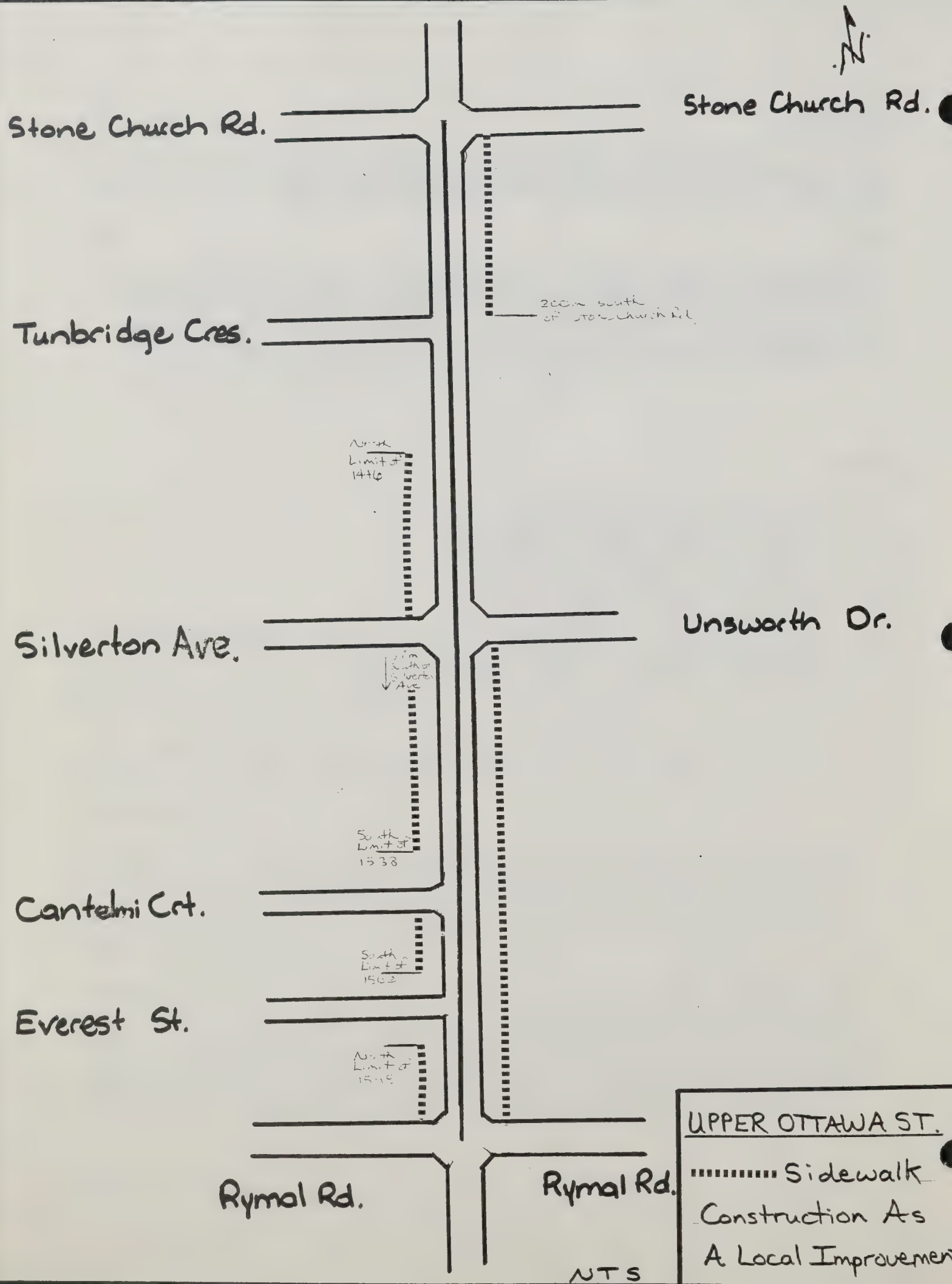
Proposed Construction of Independent Concrete Sidewalks on Both Sides of Upper Ottawa Street between Stone Church Road and Rymal Road

Cont'd .....

area as part of the Region contract. The remaining two locations (Cantelmi Court and Silverton Avenue Subdivision) were to have concrete walks constructed in 1991 by the respective subdividers. Arrangements are presently underway between the subdividers and the Region's Engineering Department as to the scheduling of the proposed works.

LR:kk

cc: E.C. Matthews, City Treasury
cc: G. Lawson, Commissioner of Finance
cc: V.J. Abraham, Director of Local Planning
cc: K. Avery, Clerk, City of Hamilton
cc: D. Onishi, Director of Engineering Services
cc: P. Noe Johnson, City Solicitor
cc: J. Pavelka, Director of Public Works
cc: J. Thompson, Finance and Administration Committee


N
Stone Church Rd.
Stone Church Rd.
200m south of Stone Church Rd.
Tunbridge Cres.
North Limit of 1476
Silverton Ave.
Unsworth Dr.
South Limit of 1538
Cantelmi Crt.
South Limit of 1562
Everest St.
North Limit of 1519
Rymal Rd.
Rymal Rd.
UPPER OTTAWA ST.
Sidewalk Construction As A Local Improvement
NTS

5(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 26
T103 23 (5)

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Street Closures and Temporary Closures - Hess Street South between King Street and Main Street

RECOMMENDATION:

1) That the authorization granted by City Council on February 4, 1991 in adopting Item 7(a) of the Report 3-91 of the Transport and Environment Committee be rescinded.

2) That the revised application of Mr. M. Temperly, agent for the Hess Village Merchant Association, to temporarily close:

   a) Hess Street South from Main Street to King Street on:

      i) Friday July 19, 1991 from 6:00 pm to 11:00 pm
      ii) Saturday July 20, 1991 from 6:00 pm to 11:00 pm
      iii) Sunday July 21, 1991 from 2:00 pm to 11:00 pm

   b) Hess Street South from George Street to King Street:

      from 8:00 am Friday July 19, 1991 to 11:00 pm Sunday July 21, 1991

   to permit the Hess Village Merchant Association (24 Hess Street South, Hamilton) to hold a Jazz Festival;

Cont'd...

Street Closures and Temporary Closures - Hess Street South
between King Street and Main Street

Cont'd...

be approved during the pleasure of City Council provided:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways, and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police; Department of Engineering; City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

f) That no property owner or resident within the barricaded area will be denied access to their property upon request;

g) That all property owners and tenants along the closed portion of the route be notified of the festival by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Street Closures and Temporary Closures - Hess Street South
between King Street and Main Street

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In January of 1991 we received a request from Mr. M. Temperly, regarding the Hess Village Jazz Festival. A report for this event was approved by your committee on February 4, 1991. Mr. Temperly has approached our department requesting a change to that approval as his organization has been provided with more funds to greatly enhance the dimension of the festival. There will be considerable media coverage for this event as the applicant has indicated he will be providing major entertainment acts for the festival. Mr. M. Temperly, is now requesting a closure of Hess Street from Main Street to King Street on Friday July 19, 1991 from 6:00 pm to 11:00 pm, on Saturday July 20 from 6:00 pm to 11:00 pm and Sunday from 2:00 pm to 11:00 pm. The applicant is also requesting a complete closure of Hess Street from George Street to King Street from 8:00 am Friday July 19, 1991 to 11:00 pm Sunday July 21, 1991 to accommodate a hydraulic stage that the organizer will be bringing into the city from Ottawa. Once the stage is in place it will not be financially feasible to remove the stage and the applicant has informed us that he has made provision for 24 hour security. We have contacted the Regional Police Department, Traffic Department and the Public Works Department and have received no objection to this request. Council has permitted events such as this in the past and we would recommend in favour of the Hess Village Merchants Association's request.

JKC:kk

cc: Staff Sgt. M. Heddle, Regional Police
cc: M. Main, Director, Traffic Department
cc: J. Pavelka, Director of Public Works Department

5 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 26
819-117

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Sidewalk/Bikeway
Scenic Drive Between Denlow Avenue and West 35th Street

RECOMMENDATION:

a) That this report regarding the provision of a bikeway on Scenic Drive between Denlow Avenue and West 35th Street be forwarded to the Regional Bike Route Advisory Committee and the City of Hamilton Staff Bikeways Committee for their review and comments;

for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Scenic Drive between Denlow Avenue and West 35th Street has a curb to curb width of 13.4 metres. Regional Council, at its meeting of October 2, 1990, requested the application of pavement markings to further delineate the vehicular path of travel, and the construction of a sidewalk as per the Local Improvement Act, on the south side of the roadway. Pavement markings, including edge lines, median and left turn lanes were subsequently applied.

Continued ...

Proposed Sidewalk/Bikeway
Scenic Drive Between Denlow Avenue and West 35th Street

Continued ...

Prior to presenting a report to Committee on sidewalk construction, staff circulated various Regional and City Departments regarding the provision of a bicycle path in addition to the concrete sidewalk. This would not only provide a safe path for cyclists but also reduce the overall width of Scenic Drive.

Following receipt of these comments, several design alternatives were considered. Please refer to Schedule A for option illustrations.

Option 1

- This option offers the south side construction of a shared pedestrian and bicyclist area constructed within the existing Scenic Drive curb limits. This asphalt area would be separated from vehicular traffic by a concrete median, with pavement markings allocating the right-of-way between the cyclists and pedestrians.

  Snow removal would be required within this area, as it is anticipated that the homeowner would not clear snow from an asphalt walkway on the roadway as he would a concrete sidewalk.

Option II

- Maintain the existing 13.4 metre road width and provide an asphalt (or other material) bicycle area and concrete sidewalk between the curb and property line. The bicycle path may be located adjacent to the south curb or between the concrete sidewalk and property line. It may be noted that the width required to provide both a pedestrian and cycling area adjacent to the roadway will require substantial tree and landscaping removal.

Option III

- Construct a concrete sidewalk on the south side of Scenic Drive and provide painted bike lanes on both sides of the roadway for single direction cycle flow or a wider lane on one side only for two-way traffic.

Continued ...

Proposed Sidewalk/Bikeway
Scenic Drive Between Denlow Avenue and West 35th Street

Continued ...

Option IV

- Similar to Option III, construct a concrete sidewalk on the south side of Scenic Drive and a two-way bike lane on the north side of Scenic Drive. This lane would be separated from traffic by a concrete median. A more continuous bikeway can be provided on the north side due to the limited number of accesses.

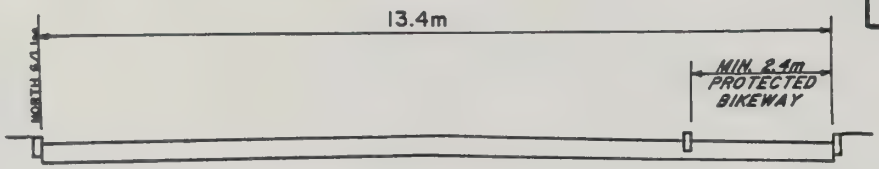
As noted previously, pavement markings have been applied which reduce the driving width of Scenic Drive to one lane per direction. The provision of a bike lane area, if approved, may either require road reconstruction to install a dividing median or additional pavement marking additions.

The type and location of sidewalk as requested by Regional Council, will be dependent upon whether a bikeway is approved, and if so, what design will be considered. It may be noted that the construction of an independent concrete sidewalk (standard on Regional Roads), on the south side between Denlow Avenue and West 35th Street will require the removal of a significant number of mature trees and landscaping. The installation of a combined concrete sidewalk will still require some tree and landscaping material removal, but to a much lesser extent.

LR:tlj

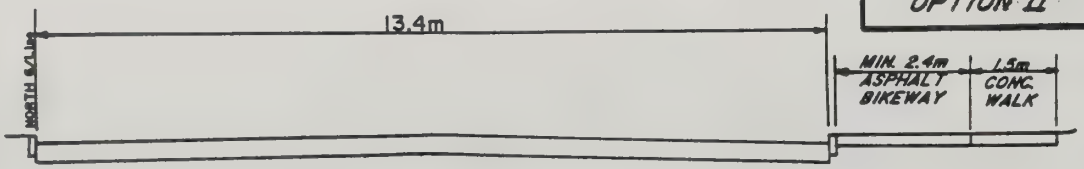
cc: D. Onishi, Director of Engineering Services
cc: J. Pavelka, Director of Public Works
cc: V.J. Abraham, Director of Local Planning
cc: P. Noe Johnson, City Solicitor
cc: J. Pook, City Horticulturist
cc: R.P. Meiers, Regional Bicycle Route Committee
cc: S. Merlo Orzel, Culture and Recreation

OPTION I

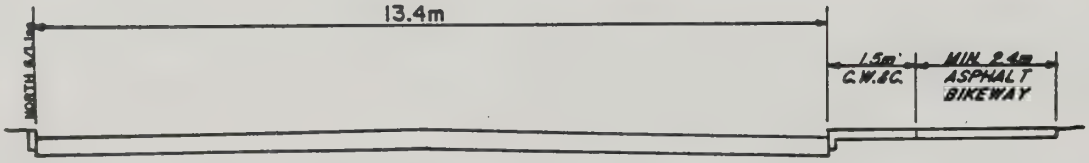


TWO-WAY (shared with pedestrian)

OPTION II

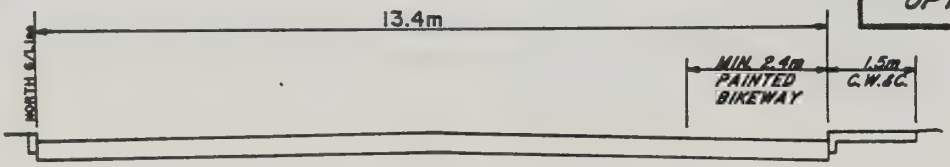


TWO-WAY EXCLUSIVE

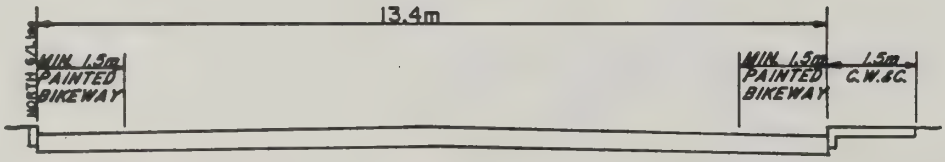


TWO-WAY EXCLUSIVE

OPTION III

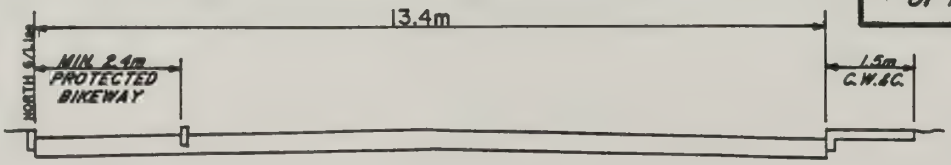


TWO-WAY EXCLUSIVE



ONE-WAY EXCLUSIVE

OPTION IV



TWO-WAY EXCLUSIVE

5 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 29
E220-1907

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Upgrading of a City Assumed Alley parallel to Locke Street and Margaret Street--Strathcona Neighbourhood Plan Amendment.

RECOMMENDATION:

a) That the owner of the proposed development on the west side of Locke Street between Main Street West and King Street West, 829097 Ontario Limited, be permitted to upgrade the City assumed alley between the first east-west alley north of Main Street West (running easterly from Margaret Street) and the first east-west alley south of King Street West (running easterly from Margaret Street) with all costs and liability at the developers expense; and

b) That the obligation of the owner to improve the widened alley at his expense be included in the conditions of site plan approval, be incorporated into the site plan agreement and be registered on title.

c) That a By-law be introduced and approved to widen the existing north-south alley between the first east-west alley north of Main Street West and the first east-west alley south of King Street West from 3.66 metres to 9.14 metres to incorporate existing City lands into road allowance; and

Continued ...

Upgrading of a City Assumed Alley parallel to Locke Street and Margaret Street--Strathcona Neighbourhood Plan Amendment.

Continued

d) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All upgrading of the alley will be undertaken by the Developer of the properties at Municipal addresses 36-38 and 50-52 Locke Street. Costs and liability will be borne by the Developer.

BACKGROUND:

Hamilton City Council on October 30, 1990, approved the Planning and Development Committee's recommendations regarding amendments to the Strathcona Neighbourhood Plan.

Included in the Planning and Development report was a request to the Transport and Environment Committee that improvements to the north-south City assumed alley, parallel to Locke Street and Margaret Street and between Main Street and King Street, be initiated (see attached sketch). The existing alley has been gravelled in the past but some sections are in poor condition. Alley upgrading is required to enhance access and rear parking to the proposed development on the west side of Locke Street, as street access has been prohibited by Council.

Two options can be considered regarding improvements to the existing dirt/gravel alley:

Option A -Concrete Surface with Drainage
-Construction of the alley would be undertaken by the City of Hamilton in conformation with the Local Improvement Act. In this procedure, a portion of the cost of the work is assessed against all abutting property owners. The maximum rate charged is $92.00 per metre of alley frontage.

Continued ...

Upgrading of a City Assumed Alley parallel to Locke Street and Margaret Street--Strathcona Neighbourhood Plan Amendment.

Continued

The extent of the financial charge for the construction of the subject alley has been prepared by the Engineering Department. The estimate was broken down into two sections; $40,940 for the north-south portion only, and $62,740 for the north-south and both east-west legs. A portion would be payable by the City and the remainder by the adjacent property owners.

Option B -Upgrading by the Developer
-the owner of the properties on the west side of Locke Street (Municipal addresses 36-38 and 50-52) is proposing a new residential development. As noted earlier, access to this development from Locke Street has been prohibited by Council resolution.

Discussion between staff and the development owner has resulted in an undertaking by the developer to grade a portion of the alley (see attached illustration) during initial construction then at a later date apply, roll and compact a gravel base to follow the existing alley grade. All works would be at the developers expense and liability.

Considering the low vehicular volume that is expected to utilize this alley and the fact that a portion of the traffic will be generated by the proposed residential development, staff recommends that construction to City standards via a Local Improvement not be initiated by the City at this time. Rather, the developer should upgrade the alley as per the written agreement.

Should it be deemed necessary at a later date to construct this alley, the Local Improvement process can be initiated by the area residents.

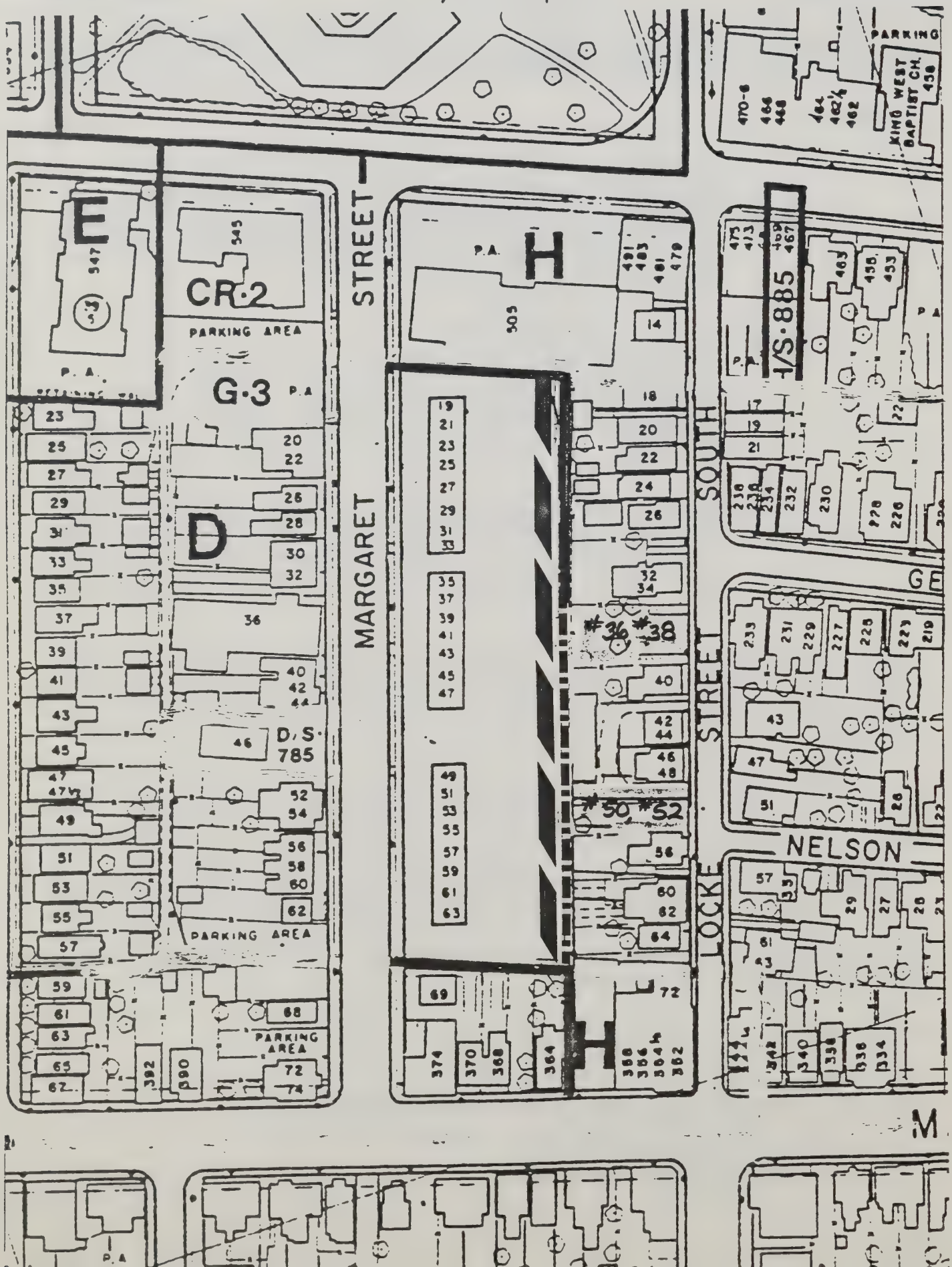
The 3.66 metre wide assumed alley is situated adjacent to a 6.0 metre strip of land owned by the City. As the existing physical alley is already constructed upon this land, it is appropriate to designate this land as road allowance for liability reasons. A by-law has been prepared which incorporates this 20 foot section of City property into the existing north-south road allowance.

LR/tlj
Attach.

cc: J.D. Thoms, Commissioner of Planning and Development
P. Noe Johnson, City Solicitor
D.W. Vyce, Director of Property
J. Pavelka, Director of Public Works
K. Avery, City Clerk

Alley Upgrading Parallel to Locke & Margaret Streets

City Owned Lands — Alley Upgraded by Developer — City Assumed Alley



Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO ESTABLISH AND LAY OUT AN ALLEY IN THE BLOCK BOUNDED BY MARGARET, KING, LOCKE AND MAIN STREETS

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as the block bounded by Margaret, King, Locke and Main Streets by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of the alley in the block bounded by Margaret, King, Locke and Main Streets.

Part of Lots 1 to 10 (both inclusive)

Registered Plan Number 227, designated as Part 2 on Plan 62R-5739,

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

5 (e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 26

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.

Mount Pleasant Drive	Part 1, Plan 62R-10413 (excepting southerly 81.0m thereof)
Rutledge Court	Block 43, Plan 62M-624

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Mount Pleasant Drive	Part of Lot 5, Con. 8 (formerly geographic Township of Barton) designated as all of Part 1, Plan 62R-10413 (Excepting the southerly 81.0m thereof)	N/A	To provide access from Lots 20 to 23 (both inclusive) Plan 62M-681 to and from Mount Pleasant Drive as established by City of Hamilton By-Law No. 89-7	S720-24
Rutledge Court	Block 2, Plan 62M-624	N/A	To provide access & hook-up between plans of subdivision registered as 62M-624 and 62M-681	S720-24 S720-26

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 1, PLAN 62R-10413
INTO MOUNT PLEASANT DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Mount Pleasant Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Mount Pleasant Drive.

Part of Parcel 5-19
Section Bar. 8(c)

Being part of Lot 5, Concession 8, in the geographic Township of Barton
designated as all of Part 1, Plan 62R-10413 (excepting the southerly 81.0m thereof)

City of Hamilton
Regional Municipality of Hamilton-Wentworth
being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE BLOCK 43, PLAN 62M-624 INTO RUTLEDGE COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rutledge Court by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Rutledge Court.

Parcel Reserves -1
Section 62M-624

Being all of Block 43, Plan 62M-624

City of Hamilton
Regional Municipality of Hamilton-Wentworth
being all of Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

6 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 29

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Reconstruction for New Traffic Signal - Mount Albion and Albright. [TEC-73-91]

RECOMMENDATION:

a) That roadway widening, suitable for the proper, safe and efficient operation of the intersection of Mount Albion and Albright under traffic signal control, be scheduled as soon as funding permits; and

b) That the Finance and Administration Committee be requested to recommend the method of financing; and

c) That upon the installation of the traffic signal, the school crossing guard be removed from the intersection of Mount Albion and Albright.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of installing the traffic signal is $60,000. The estimated cost of reconstructing Mount Albion Road to accommodate the new traffic signal is $90,000. The extra cost of relocating traffic signal equipment associated with any delay to the reconstruction is estimated to be $5,000. No funds are available for these works in the 1991 budget - in Traffic Department and Regional Engineering accounts. Removal of the school crossing guard would result in an annual savings of approximately $5,800.

BACKGROUND:

At the Transport and Environment Committee meeting of 1991 April 22, the installation of a traffic signal at the intersection of Mount Albion and Albright was directed by the Committee. Staff were directed to review the road reconstruction necessary to properly implement the signal installation, and to return with a recommendation in this regard. There are two issues. The first is the necessity of the road reconstruction to the safe and efficient operation of the intersection. The second is the timing of the road reconstruction.

Necessity of Road Reconstruction

Left turn lanes improve intersection efficiency by removing blockages from the through lanes. This becomes more important under signal control as Mount Albion Road, which presently has a single lane in each direction, will have the right of way only 60 to 70 percent of the time rather than 100 percent of the time as at present. Left turn lanes improve intersection safety in two ways. Rear end collisions are reduced because left turns do not block the through movements and cause unnecessary stops. Also, left turning vehicles are positioned such that the oncoming through vehicle is more easily seen thereby reducing the probability of a left turning vehicle being in collision with an oncoming vehicle.

Based on the existing traffic volumes, left turn lanes are recommended for northbound and southbound Mount Albion Road but do not appear to be necessary on Albright Road at this time.

Timing

No funds were programmed in 1991 for either the signal installation or the road reconstruction. The Transport and Environment Committee has directed that the signal be installed in 1991. The operation of a traffic signal without the construction of left turn lanes will add to the congestion presently experienced at this location and for this reason it would be technically correct to construct the left turn lanes prior to installation of the traffic signal. However, no funds are available, and the Finance and Administration Committee has been requested to find an alternate source of funds. If no funds are available, the reconstruction may have to be delayed until 1992, and be completed as expeditiously as possible in that calendar year. The Regional Engineering Department concurs with this suggestion.

As it is felt by the Committee that the signal should be installed immediately, placement of much of the traffic signal hardware can be organized based on the revised construction layout. Traffic poles and other items will be placed in their final location. Following reconstruction of the intersection in 1992, adjustments will be required in the lengths of traffic signal arms and some other minor details. The estimated additional cost to compensate for delaying the construction is approximately $5000.

Financing

Financing-reconstruction: Delaying the reconstruction to 1992 will allow the cost to be programmed in the regular method. The Regional Engineering Department has indicated funds could be made available for 1992.

Financing - Traffic Signal: No funds are available in the 1991 current budget for this purpose. Further, since conditions at the intersection do not meet the installation warrants, the traffic signal must be paid for entirely without Provincial subsidy. The resolution of the Committee specified that the Finance and Administration Committee be requested to recommend the method financing.

cc: Alderman Agostino
Mr. E. Matthews, Treasury Department
Mr. J. Thompson, City Clerk's Department

6 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Residential Boulevard Parking for one, two and three family dwellings. (TEC-31-91)

RECOMMENDATION:

a) That the residential boulevard parking agreements not require the hard surfacing of parking areas within 30 days of the construction of the driveway approach; and,

b) That the hard surfacing of residential boulevard parking areas be enforced by Parking Control staff, as is presently the case, by not permitting parking in these areas until the area has been hard surfaced; and,

c) That landscaping requirements for residential boulevard parking areas not be included as part of the agreement; and

d) That there not be a restriction on residential boulevard parking when the driveway approach may result in a net loss of on-street parking; and,

e) That the rules applicable to residential boulevard parking on City streets be applicable to Regional Roads as well.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Planning and Development Committee, at the meeting of 1990 October 24, received a memo from Alderman Don Drury respecting the issue of front yard parking. A copy of the memo is attached. That Committee tabled Alderman Drury's report, and requested a staff report from the Traffic Department on whether the present policies are creating difficulties, specifically as they relate to the loss of on-street parking.

It is appropriate to also address Alderman Drury's initial concerns, and they are addressed in the following comments.

1. **Should the agreement require that the applicant provide a hard surface (asphalt or concrete) within 30 days of the construction of the driveway approach?**

   The present agreement for residential boulevard parking specifies that the applicant shall construct "a hard surface composed of asphalt or concrete or a combination thereof", and that it shall be constructed "in a proper manner and in a location satisfactory to the City authority". This means that the conditions of the agreement are not fulfilled until these requirements have been met.

   The procedure of requiring the paving of the area within 30 days of construction of the driveway approach would not be enforceable by driveway approach staff, since only one person is available to follow-up on such a 30 day requirement, and that person does not have time to do so during summer months. Further, in cases in which the driveway approach was constructed at the end of the construction season, it would not be feasible for the applicant to subsequently construct a hard surface parking area, until the commencement of the construction season the following year.

   Since the Traffic Department has received very few complaints about the condition of the parking area prior to it being properly paved, the Department is not aware of a significant problem in this regard. Therefore, the suggested manner of control is to police these locations with Parking Control staff, and by not permitting a vehicle to park on the area until it has been properly surfaced. Because of the size of the Parking Control staff, it is quite feasible to police it with these staff persons, rather than with the single person available for approval of these applications.

   It is concluded that the requirement of hard surfacing within 30 days of the construction of the driveway approach is not always feasible, because of weather conditions, but that the important thing is for vehicles to not park in the area until such hard surfacing has taken place, and that therefore this matter should be policed by Parking Control staff.

2. **Should all boulevard paving agreements include a provision for landscaping and/or retention of green space immediately adjacent to the front yard parking space?**

At one time, the policy governing front yard parking spaces required that a certain proportion of the front yard and boulevard space in front of the property be retained as green or landscaped space. However, in trying to enforce this policy, this matter became an issue which was discussed with representatives of the Planning Department, and then with the Planning and Development Committee. The Zoning By-law does not prohibit the hard surfacing of entire yard areas. Further the Streets By-law permits the paving of up to 25 feet in width of the boulevard in front of the premises without a special permit. The Planning and Development Committee, at the time appeared to view the requirement that green space be retained as an impediment to the property owner solving his or her parking problems.

In many cases, by the time the situation is brought to the attention of the Traffic Department, the entire yard and boulevard area in front of the home have been hard surfaced. In most cases, this has been done by an asphalt installation, but in some cases, the area has been very tastefully hard surfaced with patterned interlocking bricks, perhaps with planters or shrubs or bushes incorporated into the design. In the view of many people, this is a very attractive way to treat a front yard and boulevard, and indeed, beauty is in the eye of the beholder.

A further problem which can occur where the lots are very narrow is that by the time a parking space and a sidewalk are constructed, only one or two narrow strips of land which could potentially be landscaped are left. In these cases, virtually no opportunity exists to create attractive landscaping in front of the premises.

The way that it frequently turns out in practice is that extremely narrow lot frontages in the range of 25 to 30 feet are completely hard surfaced, usually before the Traffic Department is involved, whereas wider frontages in the range of 40 to 50 feet usually do retain substantial areas of green space/landscaping.

This issue raises, once again, the question of enforcement and follow-up, as well as the question of a decision being made as to whether or not the treatment of the remaining lands satisfied the requirement of being "landscaped", when the condition of the areas might be muddy, stoney, green grass or have shrubs or bushes or trees in place. Whatever judgement was made by a staff member, someone would disagree with it.

It is recommended that landscaping requirements not be associated with the parking policy, or enforced by the staff member who processes front yard parking approvals.

3. **Should individual front yard parking requests not be executed if they will result in a net loss of on-street parking?**

In a vast majority of cases where front yard parking applications are made and processed, parking is permitted on one side of the residential street and prohibited on the opposite side. Therefore, since boulevard parking is generally available on

both sides of the street, the approval of boulevard parking will inherently increase the number of total parking spaces available.

If the policy was to turn down all applications where on-street parking would be reduced, this would lead to the situation of approving front yard parking only on the side of the street where parking was prohibited, and not on the side of the street where parking was permitted. This would be unfair to residents in any block, since one side could benefit from having a reserved space available to them, whereas the other side would be required to take their chance in finding available parking in their block.

Further, the adoption of such a policy would create major problems when, for one reason or the other, it was decided that the parking should be shifted from one side of the street to the other. The situation would arise where some residents on a particular side of the street had been granted front yard parking privileges, but after the shift in parking, the remaining residents would be unable to have this privilege.

It is concluded that since front yard parking is generally available on both sides of a residential street, and parking is generally permitted only on one side of a residential street, therefore the provision of front yard parking inherently creates more parking spaces, and better parking spaces since they are reserved, and that it is impractical to grant some applications where there is not a reduction of parking on the street, while denying others where there might be a reduction of parking on the street, even though it is replaced by an off-street space. Therefore, it is recommended that a policy of denying individual applications where the amount of on-street parking will be decreased by allowing boulevard parking, be not adopted.

4. **It was also suggested that the City of Hamilton should request the Regional Municipality of Hamilton-Wentworth to implement a front yard parking policy on arterial roads within the City of Hamilton similar to the policy adopted by the City of Hamilton.**

The policy for approving front yard parking on Regional Roads is virtually the same as that on City of Hamilton Roads, in terms of the number of spaces which are permitted. The only fundamental difference is that the Region does not require a signed agreement, because of their insurance arrangements which do not require an agreement with their insurer, as is the case with the City of Hamilton insurance agreements.

In general, the same problems and conditions exist on arterial streets as related to the lack or availability of green/landscaped space. Therefore, it would appear logical that the decision respecting landscaped space on City roads, whatever it might be, should also be applicable to boulevards on Regional Roads. Therefore, it is recommended that the same policy which applies to City roadways be also applied to Regional Roads within the City of Hamilton.

6 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 90 Duke Street - Application for a Time Limit Exemption Permit. [TEC-77-91]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to Mr. Bob Fyfe, 90 - 501 Duke Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit will result in an annual revenue of $24.00.

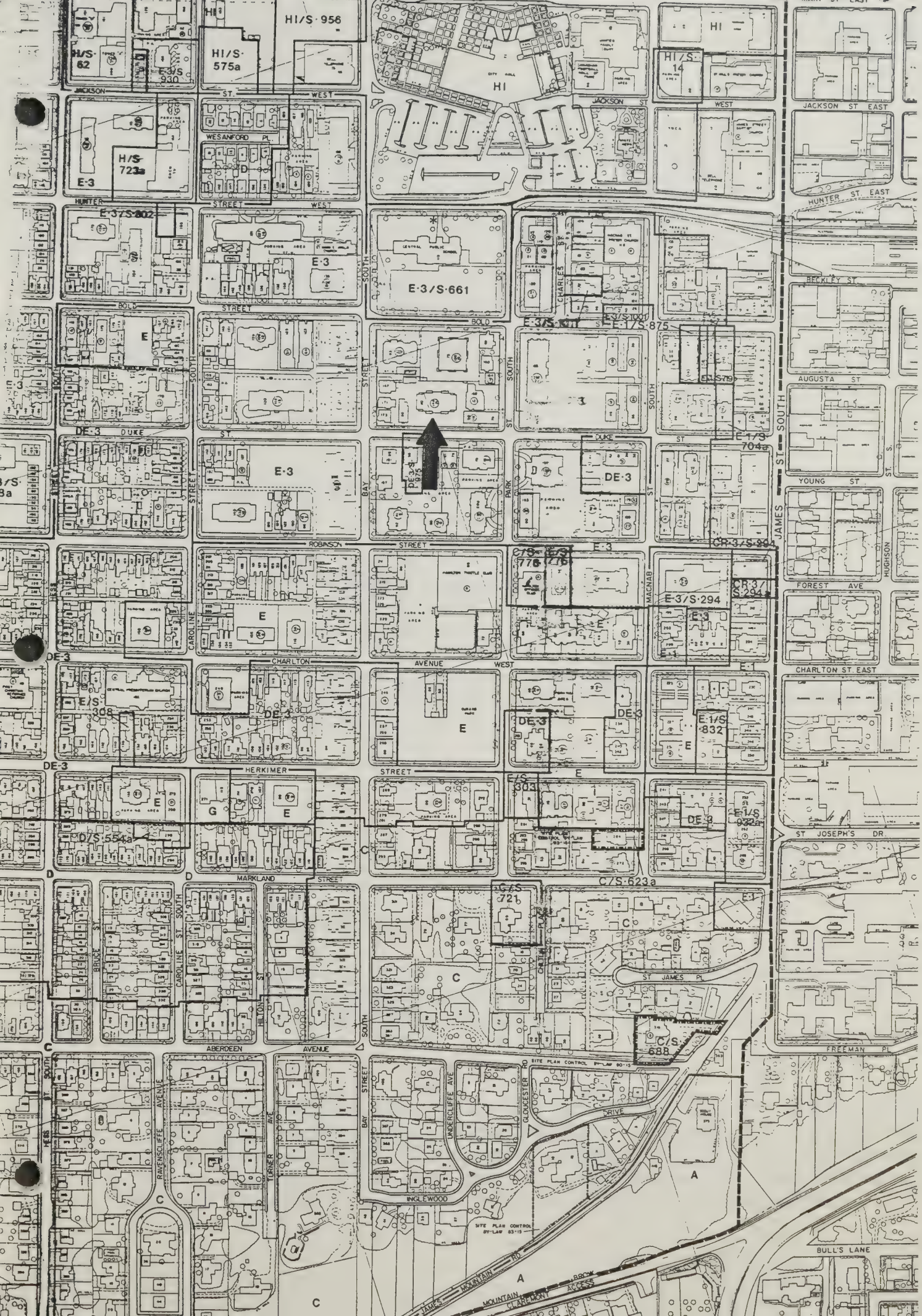
BACKGROUND:

Alderman Henry Merling has advised of a request from Mr. Bob Fyfe, 90 - 501 Duke Street, that he be issued a time limit exemption permit for his van since it will not fit into the underground parking facilities of his apartment building.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two and three family dwellings and to residents of apartments only under exceptional circumstances. This practice forces long-term parking for apartment dwellers to take place in the available off-street parking spaces.

Periodic observations reveal that the street is generally heavily parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. A Traffic Department representation has not seen the vehicle, but Alderman Merling has confirmed that it will not fit into the underground parking area. Therefore, it would be appropriate to issue one time limit exemption permit to the applicant.


HI/S-956
HI/S-62
HI/S-575a
E-3/S-930
HI
HI/S-14
JACKSON ST WEST
JACKSON ST EAST
WESANFORD PL
HI/S-723a
E-3
HUNTER STREET WEST
HUNTER ST EAST
E-3/S-802
E-3
E-3/S-661
BECKLEY ST
BOLD STREET
E-3/S-875
AUGUSTA ST
DE-3
DUKE ST
E-3
DE-3
E-1/S-704a
YOUNG ST
JAMES ST SOUTH
ROBINSON STREET
E-3
CR-3/S-294
FOREST AVE
E-3/S-294
CHARLTON AVENUE WEST
CHARLTON ST EAST
E-3/S-308
DE-3
E
DE-3
E-1/S-832
HERKIMER STREET
E/S-303
D/S-554a
DE-3
E-1/S-932a
ST JOSEPH'S DR
MARKLAND STREET
C/S-623a
C/S-721
ST JAMES PL
C/S-688
FREEMAN PL
ABERDEEN AVENUE
SITE PLAN CONTROL BY-LAW 80-13
UNDERCLIFFE AVE
GLOUCESTER RD
DRIVE
INGLEWOOD
SITE PLAN CONTROL BY-LAW 83-13
BULL'S LANE
JAMES MOUNTAIN RD
MOUNTAIN BROW
CLAREMONT ACCESS
BRUCE ST
CAROLINE ST SOUTH
HILTON
RAVENSCLIFFE AVENUE
TURNER AVE
BAY STREET SOUTH
HUGHSON

6cd)i.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 23

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

San Pedro Drive - Parking Regulations (TEC-72-91)

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of San Pedro Drive between Scenic Drive and San Paulo Drive; and

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of San Pedro Drive between Scenic Drive and Miller Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

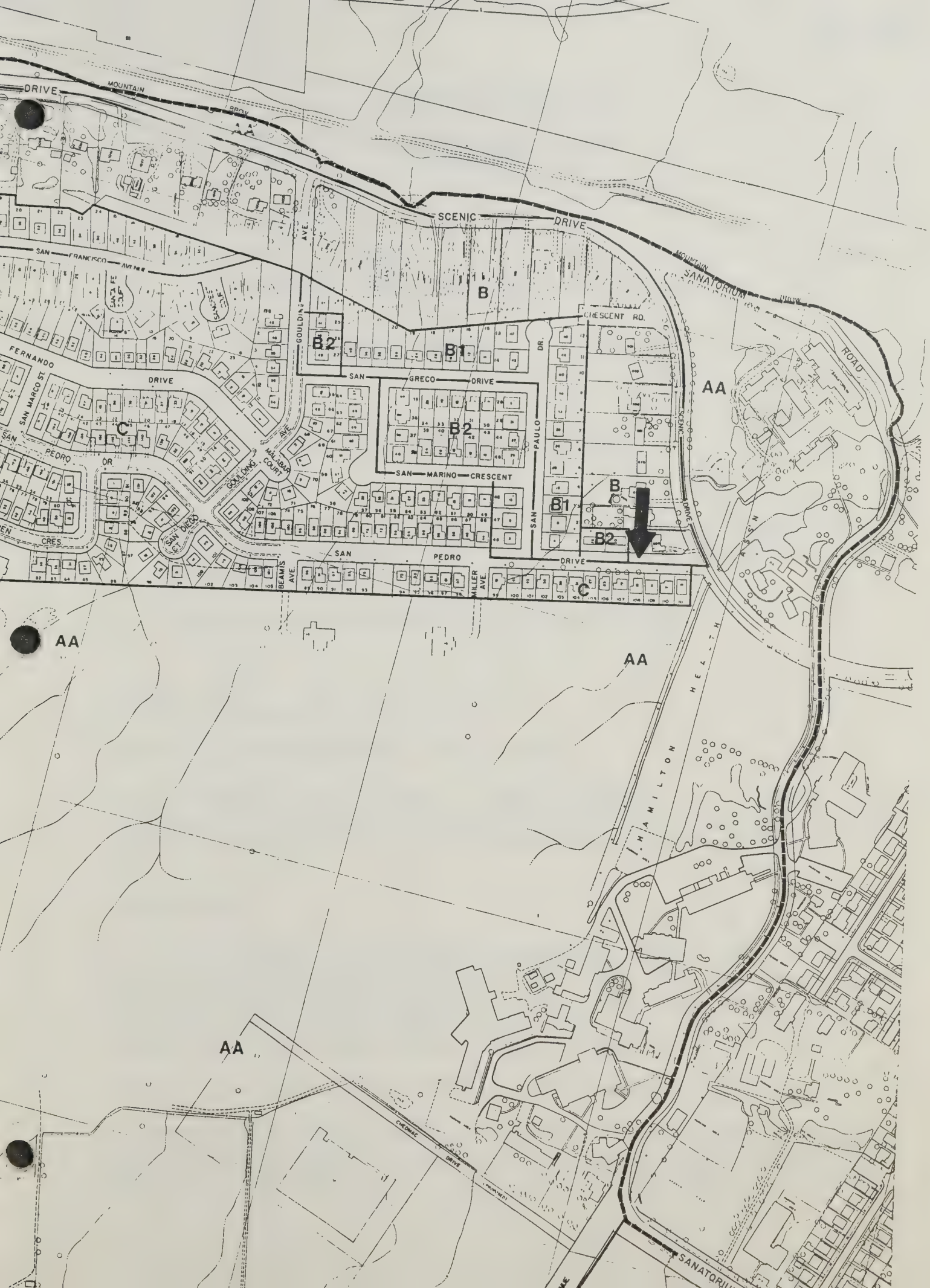
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. Also, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 17 one, two and three family dwellings abutting San Pedro Drive between Scenic Drive and Miller Avenue. The petition requested that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. Fourteen of the petitioners support the requested regulation and one is opposed.

Presently, there is unrestricted free parking on this street in this area. The implementation of the requested regulation would reduce long-term non-resident parking by employees of Chedoke Hospital. Residents of the street would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit to exempt their vehicles from the "One Hour Parking Time Limit" regulation. Therefore, since 82 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MOUNTAIN
DRIVE
SCENIC
DRIVE
SAN FRANCISCO AVENUE
SANATORIUM
ROAD
CRESCENT RD.
GOULDING AVE.
B
B2
B1
AA
FERNANDO
DRIVE
SAN MARCO ST.
C
SAN GRECO DRIVE
PAULO
DR.
SAN PEDRO DR
GOULDING AVE.
MALIBU COURT
SAN MARINO CRESCENT
SAN PEDRO DRIVE
BEAMIS AVE.
MILLER AVE.
SAN DIEGO
HAMILTON HEALTH
CHEPAC DRIVE
SANATORIUM

6 (d) ii.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 23

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Queensdale Avenue East - Parking Regulations (TEC-71-91)

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Queensdale Avenue East between Rendell Boulevard and Upper Ottawa Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

For M.F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds provided in the Traffic Department 1991 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. Also, the $24.00 per year charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 22 abutting residential properties requesting that a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday", regulation be implemented on both sides of Queensdale Avenue East between Rendell Boulevard and Upper Ottawa Street. Fifteen of the petitioners support the requested regulation and one is opposed.

Presently, there is unrestricted free parking on both sides of Queensdale in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students attending the Mohawk College campus at Highview Public School. The implementation of the proposed regulation would eliminate long-term non-

resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 68 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MOUNTAIN
ACCESS
BROW
NATIONAL
RAILWAYS
RAILWAY
KENILWORTH
ACCESS
A
B
C
G
G-1
G-3
H/S-824
STREET
HILL
AVENUE
SHARON
AVENUE
THIRD
SECOND
FIRST
FORTY
EAST
EVERTON AVE
EVERTON
DEER
AVENUE
QUEENSDALE
AVENUE
EAST
ROAD
SUNNING
HILL
STREET
BOULEVARD
AVENUE
PLACE
FENDELL
IRVING
MULOCK
AVENUE
MEADOW
NANCY
EATON
QUEENSDALE
AVENUE
EAST
GREEN
KERR
ST
STREET
STREET
IVY
LEA
PLACE
OTTAWA
UPPER
LEDGEWOOD
SHERWOOD
AVENUE
EAST
BRUCEDALE
AVENUE
EAST
OAKDALE
AVENUE
THIRD
FOURTH
FIFTH
FORTY
BOULEVARD
CLOKE
COURT
MERLE
COURT
CLOKE
COURT
RENDELL
FENNELL
AVENUE
EAST
CASTLEFIELD
DR
EAST
EAST
EAST
EAST

6 (d) iii.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Carling Street, east of Paradise Road South - Parking Regulation.
[TEC-76-91]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation be implemented on the north side of Carling Street commencing at Paradise Road South and extending to a point 88 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

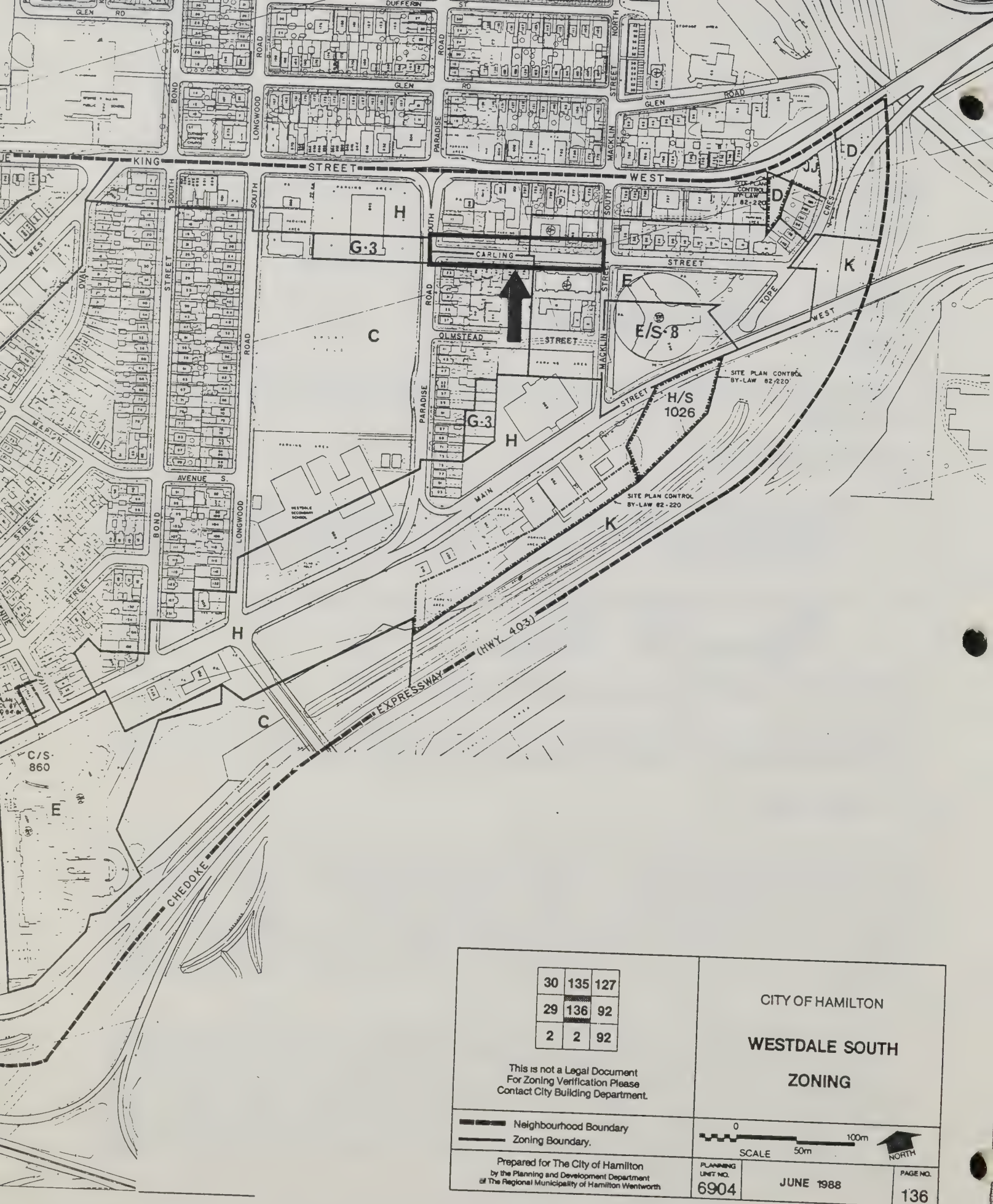
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

City Council at its meeting held 1990 December 11, approved a recommendation to implement an "Alternate Side Parking" regulation on Carling between Macklin and Paradise. Prior to this, parking was prohibited on the north side and there was unrestricted free parking on the south side except for a 106 foot section of "One Hour Parking Time Limit; 8:00 a.m to 9:00 p.m. Monday to Saturday" regulation immediately east of Paradise which provided short term parking for customers of Pierik's Cycle and Sport, 17 Paradise Road South.

The owner of Pierik's Cycle and Sport is now requesting that a "One Hour Parking Time Limit; 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation also be implemented on the north side of the street adjacent to his business to provide some short term parking for his customers, while parking is permitted on this side of the street under the existing "Alternate Side Parking" regulation. This regulation should also have been implemented with the "Alternate Side Parking" regulation, but was overlooked. Therefore, the Traffic Department concurs with the request.



30	135	127
29	136	92
2	2	92

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

WESTDALE SOUTH

ZONING

Neighbourhood Boundary
Zoning Boundary.

SCALE 0 50m 100m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 6904

JUNE 1988

PAGE NO. 136

6(d)iv.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Macauley Street West, west of MacNab Street North - Parking Regulations. [TEC-78-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of Macauley Street West, commencing at a point 228 feet west of MacNab Street North and extending to a point 27 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Muscatello, No. 56 Macauley Street West, that a "No Parking" regulation be implemented on the north side of the street, directly in front of his home to provide a loading area for ambulances. Mr. Muscatello has advised that his wife suffers from a medical condition which requires her to be transported to the hospital by ambulance once or twice a month.

Macauley has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The implementation of the requested regulation will result in a loss of only one legal on-street parking space directly in front of this resident's home. Therefore, the Traffic Department does not anticipate any parking difficulties for other area residents and concurs with the request.


HARBOUR HEADLINE
F-1
F-1/S-838
L-f-1
F-1
F-1
F-1
L-f-1
A
A
K
J
J
D
D
E
C
DE-3
DE/S-65
H/S 818
GUISE ST.
NORTH
STREET
LEANDER DRIVE
BAY STREET
WOOD STREET
BURLINGTON STREET
MACNAB STREET
WACAULEY STREET
WEST
PICTON STREET
FERRIE STREET
NICHOL STREET
STRACHAN STREET
JAMES STREET
YARDS

6(d)v.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 February 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Balsam Avenue between King Street and Cannon Street - Parking Regulations. [TEC-21-91]

RECOMMENDATION:

a) That parking be prohibited on the west side of Balsam Avenue between King Street East and Cannon Street East; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

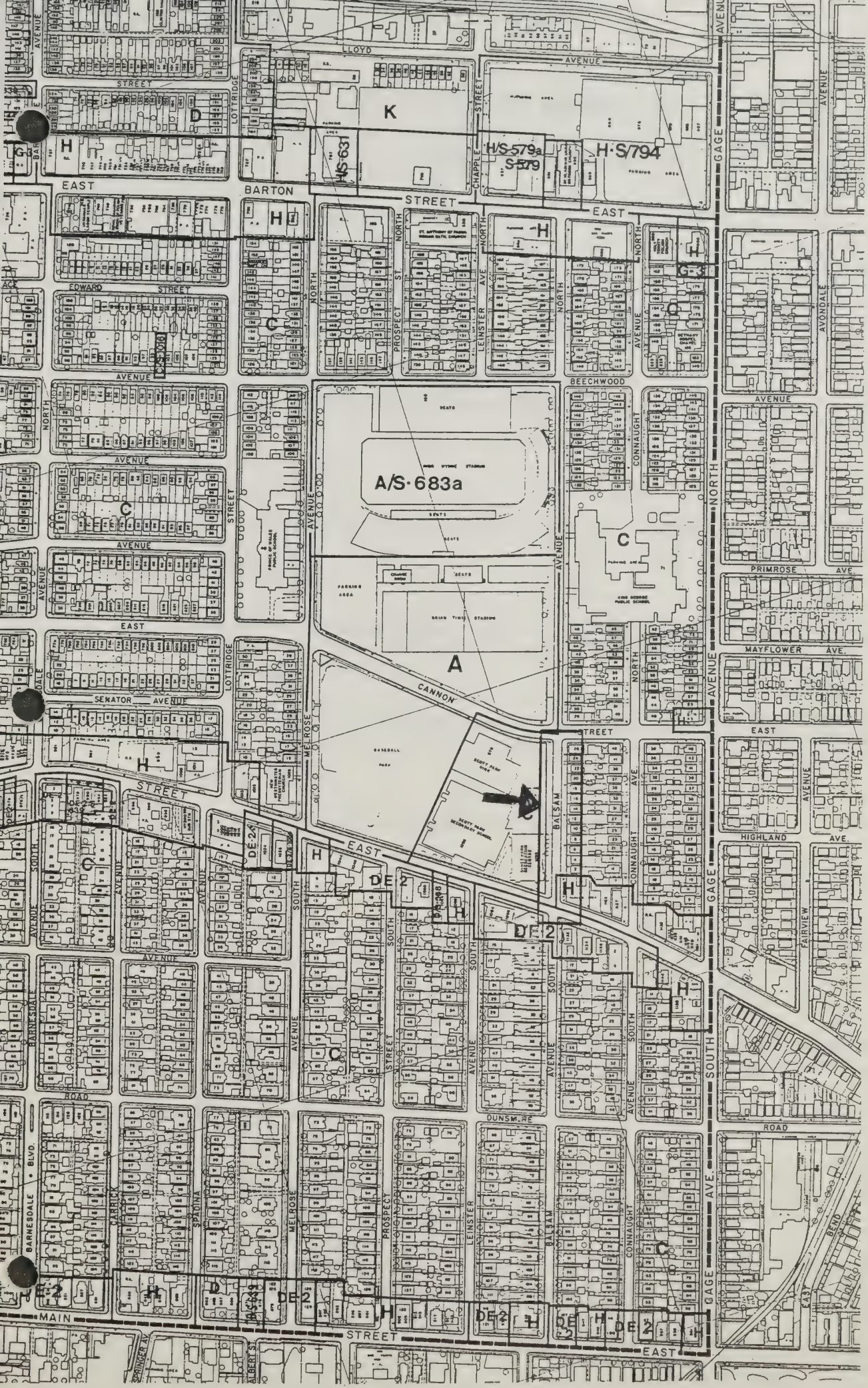
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

After sidewalk reconstruction on the west side of Balsam between King and Cannon in the summer of 1990, "No Parking" signs were re-erected on the west side of the street for the entire block. However, it was recently brought to the attention of the Traffic Department and an investigation has confirmed that there was a short section of unrestricted parking on the west side in the middle of the block prior to the sidewalk reconstruction in accordance with the present By-law entry. Parking is prohibited at all times on the east side of the street in this block.

While the Traffic Department would consider a parking prohibition on both sides to be overrestrictive, the 12 abutting residents were recently polled to determine if a majority would prefer to retain the existing parking prohibition on the west side for the entire block.

The results indicate that seven residents are in favour of retaining the parking prohibition, one resident is opposed and the Traffic Department was not able to contact four of the residents. All but one of the 12 residents has off-street parking, and this resident supports retaining the parking prohibition on the west side of the street. None of the residents have complained about the prohibition which has been in place for at least six months. Therefore, since 58% of the abutting residents agree, the Traffic Department recommends that parking be prohibited on the west side of the street for the entire block.


LLOYD AVENUE
K
H/S-579a
S-579
H·S/794
H/S-631
BARTON STREET EAST
EDWARD STREET
A/S·683a
BEECHWOOD AVENUE
PRIMROSE AVE.
MAYFLOWER AVE.
HIGHLAND AVE.
CANNON STREET EAST
SENATOR AVENUE
LOTTRIDGE STREET
MELROSE AVENUE
PROSPECT ST
LEINSTER AVE
CONNAUGHT AVENUE
BALSAM AVENUE
GAGE AVENUE
AVONDALE
FAIRVIEW
DUNSMORE ROAD
BARNSDALE BLVD.
MAIN STREET EAST
DE 2
DE 2A

6 cd) vi.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 15

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of San Pedro Drive and Scenic Drive - Corner Clearances (TEC-58-91)

RECOMMENDATIONS:

a) That a "No Stopping" regulation be implemented on the north side of San Pedro Drive commencing at Scenic Drive and extending to a point 92 feet westerly therefrom; and

b) That a "No Stopping" regulation be implemented on the south side of San Pedro Drive commencing at Scenic Drive and extending to a point 80 feet westerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

For M.F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

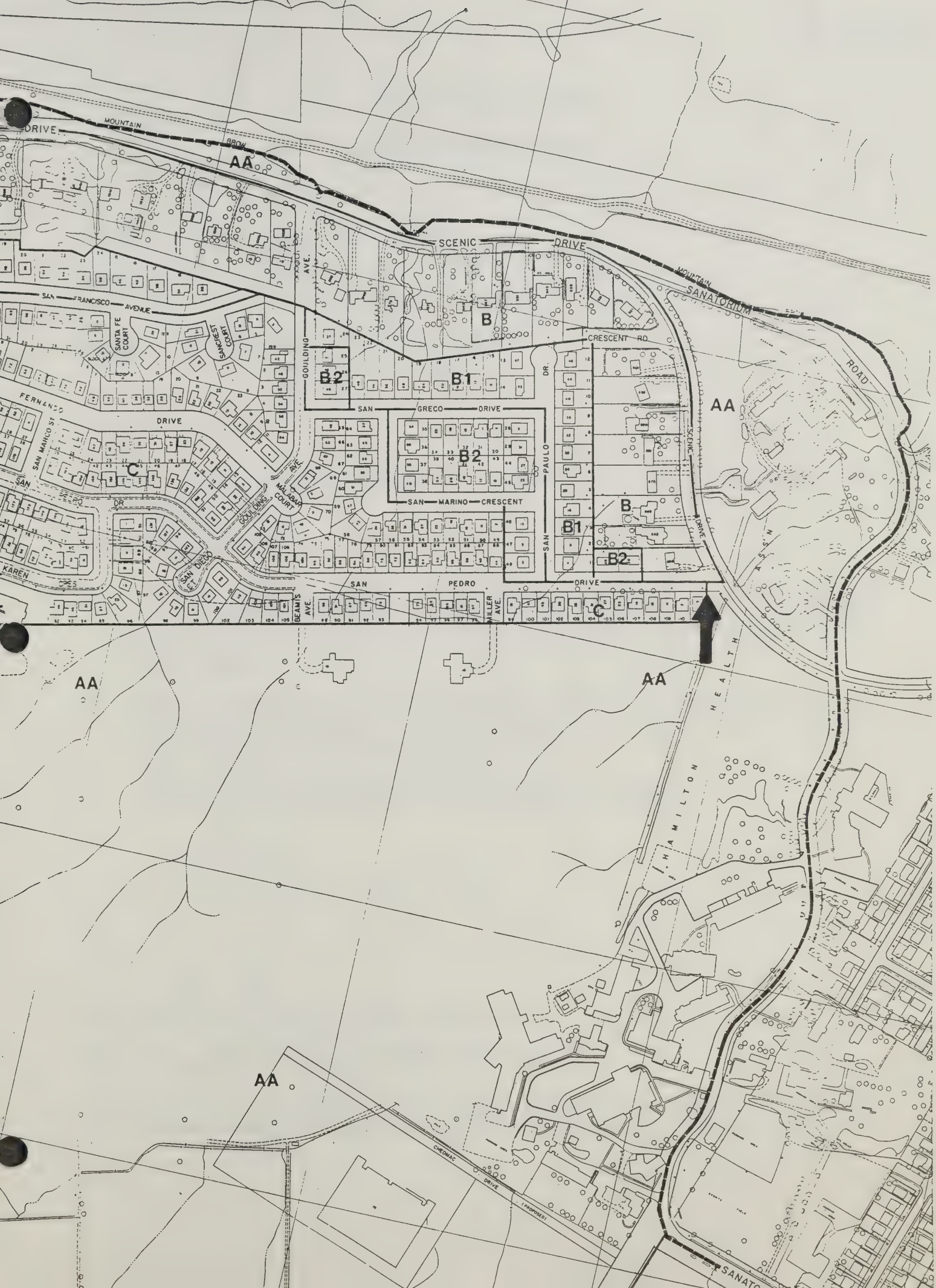
BACKGROUND:

Alderman Tom Murray has advised of concerns by area residents regarding the parking situation on San Pedro, west of Scenic. San Pedro has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street.

An investigation has confirmed that parked vehicles on both sides of San Pedro, west of Scenic, interfere with turning movements at the intersection, because of the narrow

pavement width. Therefore, the Traffic Department recommends that corner clearances be implemented on both sides of San Pedro, west of Scenic.

The implementation of the proposed corner clearances would result in a loss of approximately five legal on-street parking spaces. However, an investigation has revealed that all residents in the immediate vicinity have available off-street parking, and the two abutting residents have indicated their support for the proposed regulations. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


MOUNTAIN
DRIVE
BROW
AA
SCENIC
DRIVE
MOUNTAIN
SANATORIUM
ROAD
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
GOULDING AVE.
B
CRESCENT RD.
B2
B1
SAN GRECO DRIVE
FERNANDO
DRIVE
SAN MARICO ST
C
B2
PAULO
DR.
SCENIC
DRIVE
AA
AVE
MALABAR COURT
GOULDING
SAN MARINO CRESCENT
B
B1
B2
SAN
DR
KAREN
SAN DIEGO
SAN PEDRO DRIVE
BEAMIS AVE.
MILLER AVE
C
AA
AA
HAMILTON HEALTH
AA
CHEONAC DRIVE (PROPOSED)
SANATO

6 (d) vii.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rosedale Avenue, south of King Street East - extension of existing "No Stopping" traffic signal clearance. (TEC-70-91)

RECOMMENDATION:

a) That the existing "No Stopping" traffic signal clearance on the east side of Rosedale Avenue between King Street and a point 134 feet southerly be extended, such that the prohibition commences at King Street and extends to a point 253 feet southerly therefrom; and

b) That an entry be placed in the City Traffic By-law for the existing "No Stopping" traffic signal clearance on the west side of Rosedale Avenue between King Street and a point 233 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

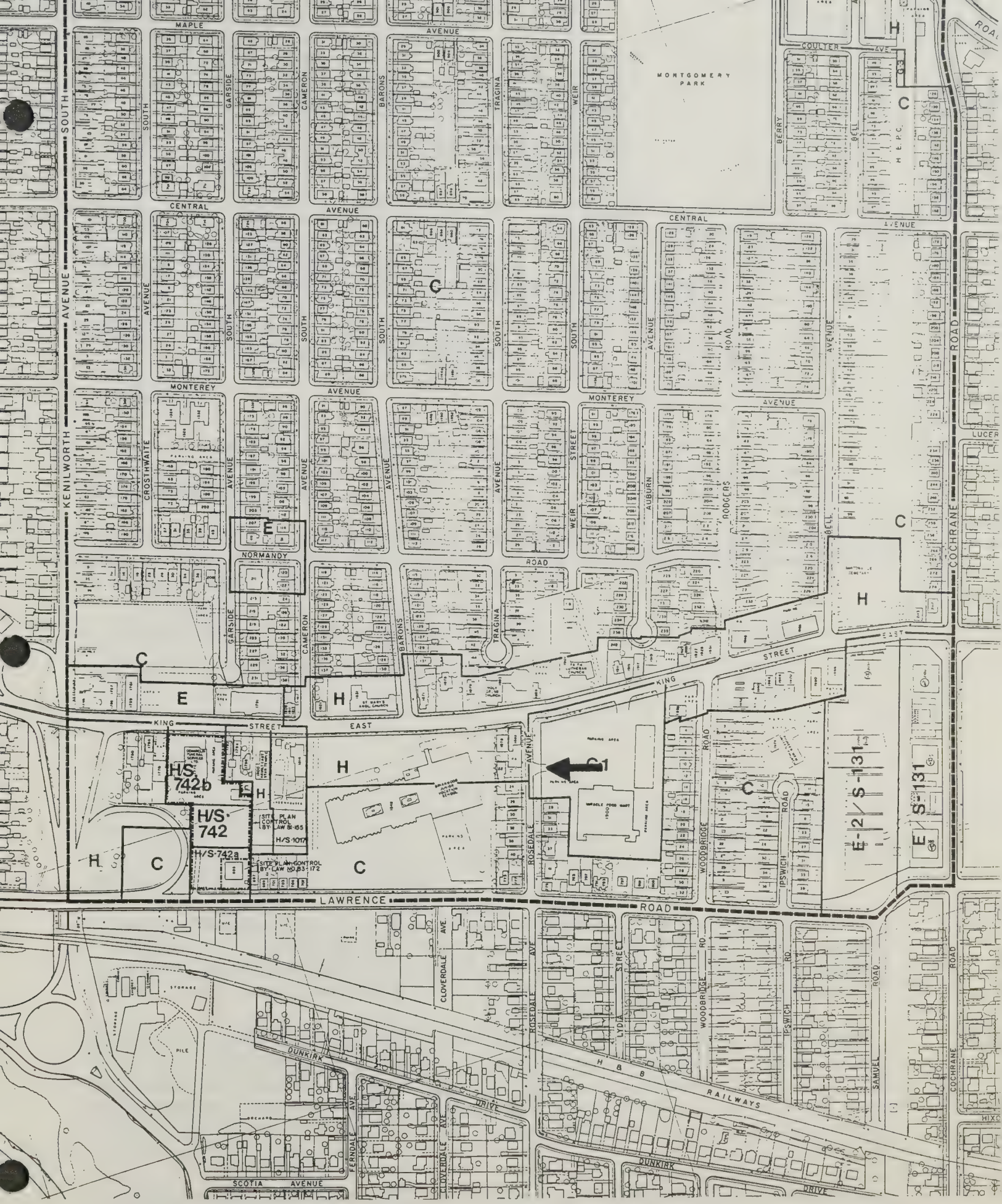
BACKGROUND:

Alderman Fred Lombardo recently advised of concerns by Mr. W. Tanner, 212 Rosedale Avenue, with respect to a visibility obstruction created by parked vehicles in the vicinity of a commercial driveway on the east side of Rosedale, south of King.

Presently, there is an existing "No Stopping" traffic signal clearance on the east side of Rosedale between King and a point 134 feet south and unrestricted parking is allowed immediately to the north and south of the driveway to the Miracle Food Mart plaza. An investigation has revealed that visibility is obstructed to some disagree for motorists attempting to enter Rosedale from the driveway. Therefore, the Traffic Department recommends that the "No Stopping" traffic signal clearance be extended along the flankage of the commercial property.

All of the residential properties in the block have off-street parking provided and unrestricted parking will remain on both sides of the street for the remainder of the block. Thus, the proposed restriction should not create any parking difficulties for area residents.

During this investigation, it was also noted that the "No Stopping" traffic signal clearance on the west side of the street is 233 feet in length. There is a general traffic by-law provision which allows for the implementation of the signal clearances to a maximum of 200 feet in length without requiring a specific by-law entry. Therefore, it would be appropriate to provide an entry in the by-law for this over length signal clearance.


MAPLE AVENUE
MONTGOMERY PARK
COULTER AVE.
CENTRAL AVENUE
MONTEREY AVENUE
NORMANDY ROAD
KING STREET EAST
LAWRENCE ROAD
SOUTH AVENUE
KENILWORTH AVENUE
COCHRANE ROAD
GARSIDE
CAMERON
BARONS
TRAGINA
WEIR
BERRY
BELL
CROSTHWAITE
AUBURN
RODGERS
ROSEDALE
WOODBRIDGE
IPSWICH
LYDIA
CLOVERDALE
FERNDALE
DUNKIRK DRIVE
SCOTIA AVENUE
SAMUEL ROAD
H & B RAILWAYS
H/S 742b
H/S 742
H/S-742a
H/S-1017
SITE PLAN CONTROL BY-LAW 81-155
SITE PLAN CONTROL BY-LAW NO. 83-172
E-2/S-131
E/S-131
C1

6(d)viii.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 16

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Tragina Avenue North - Parking Regulations (TEC-63-91)

RECOMMENDATION:

That the existing "No Stopping Anytime" regulations on the both sides of Tragina Avenue North at the pedestrian entrance/exit to Andrew Warburton Memorial Park be retained on a full-time basis.

FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

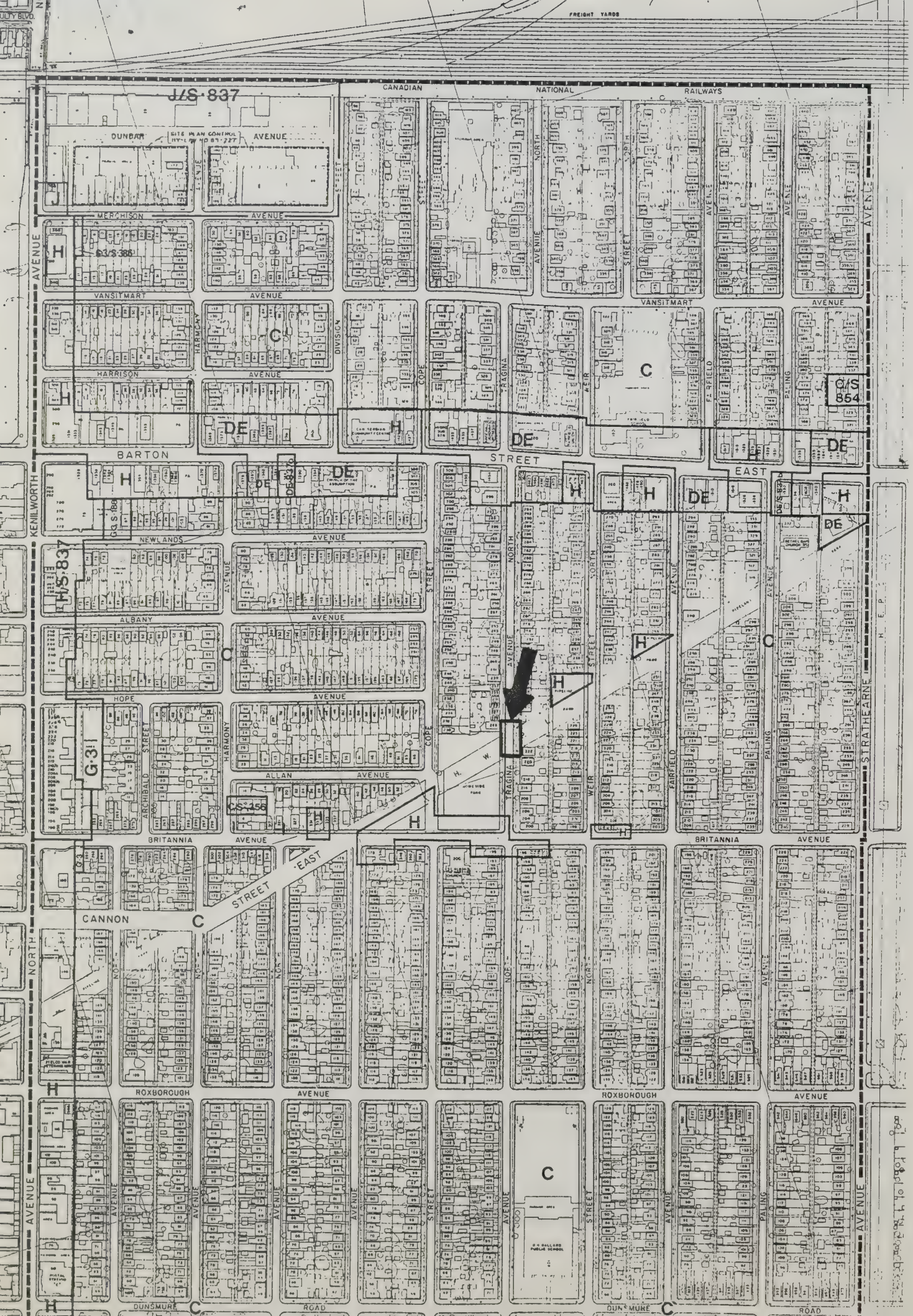
BACKGROUND:

The Traffic Department has received a petition signed by 35 area residents requesting that a "No Stopping, 9:00 a.m. to 8:00 p.m., seven days per week" regulation be implemented on both sides of Tragina at the entrance to Andrew Warburton Memorial Park in place of the existing full-time stopping prohibitions.

Presently, there is an "Alternate Side Parking" regulation on the street in this area except for "No Stopping" regulations on both sides at the pathway to the park. The "No Stopping" regulations were implemented to improve visibility for young pedestrians entering and leaving the park, but resulted in a loss of approximately three on-street parking spaces.

There is a general by-law provision prohibiting stopping in front of or within 30 feet of either side of a pedestrian pathway or pedestrian walk, leading to or from a park or playground area provided suitable signs are erected and maintained. This provision recognizes that persons use parks at virtually all hours of the day and is meant to improve visibility and reduce the chance of children walking into the roadway from between parked vehicles.

Therefore, as a safety measure, the Traffic Department recommends that the "No Stopping" regulation adjacent to Andrew Warburton Memorial Park be retained on a full-time basis.


J/S·837
CANADIAN NATIONAL RAILWAYS
FREIGHT YARDS
DUNBAR AVENUE
SITE PLAN CONTROL BY-LAW NO 85-227
MERCHISON AVENUE
VANSITMART AVENUE
HARRISON AVENUE
BARTON STREET EAST
NEWLANDS AVENUE
ALBANY AVENUE
HOPE AVENUE
ALLAN AVENUE
BRITANNIA AVENUE
CANNON STREET EAST
ROXBOROUGH AVENUE
DUNSMUIR ROAD
KENILWORTH AVENUE
STRATHEARNE AVENUE
HARMONY STREET
ARCHIBALD STREET
COPE STREET
DIVISION STREET
TRAGINA AVENUE
WEIR AVENUE
FAIRFIELD AVENUE
PALING AVENUE
NORTH AVENUE
G/S 386
G/S 854
DE 8376
G/S 186
H/S·837
G·31
G/S 156
H
C
DE

7.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 30

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Ms. Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT: **HAZTECH CANADA: 5TH ANNUAL POLLUTION CONTROL CONFERENCE - MAY 14 TO 15, 1991, TORONTO**

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Haztech Canada Conference to take place on May 14 and 15 in Toronto.

(b) That costs for attendance be allocated to Aldermen's Travel Account No. CH55201-10010 from the 1991 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Cost to be charged to Aldermen's Travel Account No. CH55201 10010 from the 1991 Operating Budget.

BACKGROUND:

Conference outline as attached.


HAZTECH CANADA
5TH ANNUAL POLLUTION CONTROL CONFERENCE
TORONTO • MAY 14-15 • 1991

CONFERENCE ADVISORY BOARD

We'd like to thank all the members of our Advisory Board for their tremendous help in assembling what we hope will be the finest meeting of environmental protection experts in Canada this year.

Nigel Bennet
(Aqua-Guard Technologies Inc. Vancouver, BC)

Edgar Berkey, Ph.D.
(Executive Vice President, NETAC. President, Centre for Hazardous Materials Research. Pittsburgh, PA)

Roger Lane Carrick
(Partner, Heller, Ehrman, White & McAuliffe. San Francisco, CA)

Jan Chymyck
(President, Canwit Consulting Corporation. London, ON)

Desmond Connor, Ph.D.
(Connor Development Services Ltd. Victoria, BC)

Colin Isaacs
(Consultant. Toronto, ON)

John Hanson
(Executive Director. Recycling Council of Ontario, Toronto, ON)

Harry Poch, LL.M.
(Gardiner, Roberts. Toronto, ON)

Jim Higgins, Ph.D.
(President, Environmental Technologies Investments Inc. Rexdale, ON)

Dianne Saxe, LL.B.
(Environmental counsel. Toronto, ON)

Michael Steinberg
(President, Hazcon Services Ltd. Toronto, ON)

Lois McCaffery
(President, Canawest Inc. Calgary, AB)

HMMA

The Conference is held every year in conjunction with HAZTECH CANADA's Toronto Trade Show. This year, the Conference is being presented by the Hazardous Materials Management Association (HMMA) in association with Canadian Exhibition Management Inc. (CEMI) of Calgary.

A new game in 1991

This year will see nothing less than a complete overhaul of environmental regulation and practice in Canada, particularly Ontario. On January 1st, stringent new laws took effect requiring use of Performance Packaging for the transport of hazardous substances. There are going to be extensive amendments to the TDG Act itself. Laws effecting USTs have come into effect. The monitoring phase of MISA is complete, and new regulations are being designed to control implement those findings. Industry is still scrambling to understand and implement OH&S law Bill 208.

The Federal Green Plan, watered-down as it may be, will make its presence felt in ways we can scarcely imagine. More ominous is the NDP's proposed Environmental Bill of Rights. This piece of legislation, if enacted, will impose on the courts issues whose complexity belongs in parliament. We must all confront the implications of these changes with advance planning and understanding.

Our high-profile Conference speakers will address these important issues, in the context of giving you practical advice you can immediately incorporate into your operation. We feel strongly that this year's Conference will be our most topical and interesting ever, and we look forward to meeting you personally at the show!

Guy Crittenden
(Conference Manager)

Your Conference delegate kit includes:

1. Conference Proceedings (Two Day registrants only)
2. Hazardous Material Management magazine (Show Guide)
3. Waste Business West magazine
4. Admission to the Trade Show floor
5. Environmental Directory

WORKSHOPS: MONDAY MAY 13

Workshop #1 (FULL DAY: 8:30 a.m. -5:00 p.m.)

OH&S "Train-the-Trainer"

This practical, in-depth, full day workshop is for safety professionals only. We will give advanced training to those persons in companies who are responsible to train others in worker safety. We will examine: the finer points of filling out new documentation; practical measures to comply with Bill 208. New equipment: helmets, gloves, masks & goggles, air-supply tanks, boots, etc. Protection from heat & cold, gas & chemicals.

MAXIMUM ATTENDANCE 20 $375

Certificate of Completion will be issued.

Workshop #2 (½ day 8:30 a.m. - noon)

WHMIS Refresher Test

Jan Chymyck (Canwit Consulting Corporation)

Industry and plant managers must constantly update their knowledge of the Workplace Hazardous Materials Information System (WHMIS). This workshop will be both fun and informative. We will create a "classroom" in which you will be given an examination of your knowledge of WHMIS. The exams will be the starting point for an advanced exploration of how to implement the WHMIS program in your company.

MAXIMUM ATTENDENCE 30 $175

Certificate of Completion will be issued.

Workshop #3 (½ day 1:30 - 5:00 p.m.)

TDG Refresher Test

Jan Chymyck (Canwit Consulting Corporation)

Just how good is your Transportation of Dangerous Goods knowledge? Let's find out. This workshop will consist of completing a comprehensive TDG workbook, followed by a detailed TDG review. There will be a question and answer session. This workshop is a must for transportation managers, health and safety officers, packaging and other professionals who want to brush up thier knowledge of this important area.

MAXIMUM ATTENDANCE 30 $175

Certificate of Completion will be issued.

Workshop #4 (½ day 8:30 a.m. - noon)

Prevent & Resolve Public Controversy

Desmond Connor (Connor Development Services Ltd.)

Participants will learn a use-tested process to prevent and resolve public controversy about proposed and currently operating hazardous waste management facilities and operations: recognizing the difficult social, economic and political environment proponents face; understanding the various "publics" for your project; generating support or acceptance from the usually silent majority; avoiding booby traps like spending too much time trying to convert committed opponents.

MAXIMUM ATTENDANCE 30 $175

Certificate of Completion will be issued.

Workshop #5 (½ day 1:30 - 5:00 p.m.)

Waste Minimization Opportunities

Jody Sabo (OWMC)

For environmental managers, coordinators and plant personnel responsible for waste management. Liquid industrial and hazardous waste treatment and disposal costs continue to rise, forcing all organizations to look at ways of minimizing their wastes and making better use of their raw materials. Through problem-solving sessions and group discussion, each participant will learn how to determine the full potential for 3Rs in their organization..

MAXIMUM ATTENDANCE 40 $175

Certificate of Completion will be issued.

Workshop #6 (½ day 8:30 a.m. - noon)

How to Handle In-Plant Spills & Cleanup

Cliff Holland (Spill Management Inc.)

Covers all the practical aspects of handling in-plant chemical spills, including isolation of area, vapour modification, personal protective equipment, use of absorbent materials as a working tool, special precautions for site safety and safe response, disposal options. Of particular interest to plant managers, supervisors, safety officers and materials managers and other key personnel who may involved in responding to or cleanup of a chemical spill.

MAXIMUM ATTENDANCE 40 $175

Certificate of Completion will be issued.

Workshop #7 (½ day 1:30 - 5:00 p.m.)

Lab Analysis for Investigations

Terry Obal (Gore & Storrie Ltd.)

Analytical measurements are fundamental to the success of legal environmental programs, as well as engineering, scientific and business programs. This workshop will allow users of environmental analytical data to better understand: analytical techniques used to generate results; specific quality assurance/quality control (QA/QC); evaluation procedures to ensure the quality and integrity of data; impact of field samples and QA/QC protocols.

MAXIMUM ATTENDANCE 40 $175

Certificate of Completion will be issued.

Workshop #8 (FULL DAY: 8:30 a.m. -5:00 p.m.)

Site Assessment and Remediation Options

Dr. Murray Haight (University of Waterloo)

This full-day workshop will provide a clear overview of all the cost-effective remediation strategies available to the industry manager. We will talk in layman's terms about state-of-the-art assessments (site surveys, hydro-geological investigation, risk assessment, health & safety considerations). We will evaluate the different new treatment technologies, from the tried and tested to the innovative.

MAXIMUM ATTENDENCE 40 $375

Certificate of Completion will be issued.

SEE ORDER FORM ON PAGE 7 FOR GROUP DISCOUNTS!

MORNING

Plenary Session

9:00 - 9:30 a. m.

Guy Crittenden (Conference Manager): Opening remarks.

Todd Latham (Publisher. Hazardous Materials Management magazine): Comments on the new environmental trade media.

James Higgins, Ph.D. (President, Environmental Technologies Investments Inc.): Emerging markets and opportunities in environmental protection in the 1990's and beyond.

John Steele (Ontario Ministry of the Environment): Getting the message out! How the MOE communicates with industry and the public.

SEE PAGE 6 FOR EXACT TIMES

Coping with Audits, Approvals & Enforcement

Chair: *Harry Poch LL.M.*
(Gardiner, Roberts Barristers & Solicitors)

Mr. Poch represents the Region of Waterloo in the Uniroyal, Elmira appeals case and is author of *Corporate & Municipal Environmental Law.* The Approvals process.

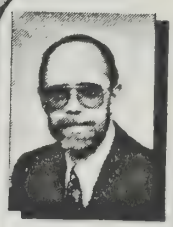
Roger Cotton, LL.M. (Baker & McKenzie): Preventative care audits (priviledge & confidentiality, disclosure, contractual arrangements between client, consultants & lawyers).

Robert G. Power, LL.M. (Gardiner, Roberts): Responding to government inspections (purpose, searches & seizures, obstruction vs. right to silence).

Lori Nicholls-Cox, LL.M (McCarthy, Tetrault): Approvals under EPA (air emissions, processes, waste-related).

Jane Thompson, LL.M. & Todd Archibald, LL.M. (Gardiner, Roberts): Appeals from government Orders, Directions & Appeals (what can be appealed, effects, Stays, procedures on Appeals & Onus, consultation, evidence & witnesses).

Bob Doumani, LL.M. & Robert C. Taylor, LL.M. (Gardiner, Roberts): Land contamination proceedings (actual cases, remedies, causes of action, statutoru land transfer implications).



#2 Wastewater & Waste Residual Treatment

Chair: Herb Campbell, M.A. Sc.
(Wastewater Technology Centre)

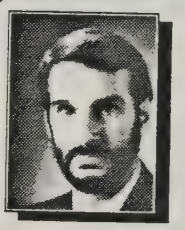
Mr. Campbell is the author of a *Sludge Dewatering Design Manual* and many fundamental studies. Status report on Canada's oil-from-sludge technology.

Julia Stegemann (Wastewater Technology Centre): A proposed evaluation protocol for solidified wastes.

Pierre Cotè (Zenon Environmental Inc.): The potential of new pervaporation membrane processes for water treatment.

Peter W. Smith (Solarchem Environmental Systems): UV-based enhanced oxidation for treating multi-contaminated groundwater such as NDMA etc. in Elmira.

AFTERNOON



#3 OH&S: Through the Maze

Chair: *Simon Strauss*
(consultant)

Mr. Straus is a former Executive Vice President, Safety & Claims of one of Canada's largest transportation companies. Practical methods of effecting workplace changes. Compliance for the businessman, administrator/entrepreneur.

Norman Keith (Mathews, Dinsdale & Clark): Mr. Keith is author of *Ontario Health & Safety Law: A Comprehensive Guide.* Before & after you get charged: how to successfully manage the threat of charges under the *Occupational Health & Safety Act* after Bill 208.

Robert C. Cronish, Q.C. (Robert C. Cronish, Q.C. & Associates): Understanding Workers' Compensation Amendment (Bill 162), Workwell, and Workers' Compensation as a Profit Centre.

#4 Asbestos: Is it lurking in your operation?

Chair: *William E. LeBlanc*
(Nilfisk Limited of Canada)

William E. LeBlanc is General Manager of Nilfisk Limited of Canada and is Orginizer & President-Elect of the Canadian Chapter of the National Asbestos Council: Risks posed by asbestos in buildings, regulations and abatement measures.

Don Pinchin, Ph.D. (Pinchin & Associates Ltd.): Safe asbestos management for facility owners. Understanding Regulation 654/85, (the Regulation Respecting Asbestos Construction Projects and in Buildings and Repair Operations): asbestos product surveys, worker notification and training, preparation of written procedures and documentation of asbestos work.

George Davidson (President, Canadian Asbestos Services Ltd.): Presentation of typical removal operations with slide show on actual case studies involving industrial & commercial facilities as well as introduction of new waste handling technology.

#5 Leading-Edge Treatment & Disposal Technologies

Chair: *Dr. Edgar Berkey*
(NETAC)

Dr. Edgar Berkey is president of the National Environmental Technology Applications Corporation (NETAC), Centre for Hazardous Materials Research (CHMR): Vitrification technology for hazardous waste disposal.

Dennis R. Schneider, Ph.D. (Micro-Bac International Inc.): Critical parameters for determining suitability of bioremediation for haz-waste sites.

Dennis W. Barshter (Centre for Hazardous Materials Research): Innovations in bio-filtration technology for odours and chemicals in gas streams (including costs and performance relative to other technologies)

Jean Paquin, P.Eng. (Sanivan Group): Contaminant removal through desorption/dissolution with the Extraksol soil/sludge washing process.

Special Luncheon

(May 15th 12:00-1:00)

$25

Keynote Speaker: Colin Isaacs
(Consultant)

The former Executive Director of Ontario's Pollution Probe, Mr. Isaacs is a well-known environmental expert and commentator. He offers a progressive and practical approach to reforming the "throw away" society.

"Garbage: Resolving the Siting Problem"

(maximum attendance 200)

#6 Environmental Compliance: What does Government *Really* Want?

Chair: *Dianne Saxe, LL.B.*
(Environmental Counsel):

Ms. Saxe was formerly a counsel with Ontario's Ministry of Environment and is author of several books, including *Ontario Environmental Protection Act Annotated* and *Environmental Offences: Corporate Responsibility & Executive Liability*. Is the Environmental Bill of Rights just window-dressing? New trends in Due Diligence. Are Audits indispensible? Responsibility of corporate executives.

John-David Phyper, M.A.Sc., P.Eng., M.B.A. (Keystone Environmental Resources Ltd.): Mr. Phyper is author of the *Handbook of Environmental Compliance in Ontario*. A practical industry perspective on changes in MISA, the proposed Clean Air Program (CAP) and the Environmental Bill of Rights.

Stan Berger (Ontario Ministry of Environment): The nature of prosecutions conducted by the Legal Service Branch and the effect of Due Diligence on prosecutions.

Roger Lane Carrick (Heller, Ehnrman, White & McAuliffe): Mr. Carrick served as California Special Assistant Attorney General and policy advisor to Governor Edmund G. Brown, Jr. and is author of many books, including *Surviving Proposition 65 and Toxic Torts: Liability & Defences*.:Understanding California's precedent-setting Proposition 65.

Preventing a Transportation of Dangerous Goods Emergency

Chair: *Edgar Ladouceur, B.Sc.*
(Transport Canada)

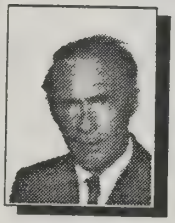
Edgar Ladouceur is chief of Response & Planning, Compliance Branch, Transport Dangerous Goods Directorate of Transport Canada:"Who's in Charge" in a disaster. Update on TDGA amendments.

This session will look at who's in charge at the scene of a transportation accident involving dangerous goods; comment on how the response system works; identify gaps and overlaps; and, review practical examples taken from Transport Canada's National Registry of Accident Attendance.

Jaques Savard, Ph.D. (CANUTEC): Transportation emergencies involving Aliminum Dross.

R. Simard, P.Eng., (Transport Canada): Emergency response plans: the Good, Bad & Ugly.

Ken Kendall, CET: New TDG performance packaging requirements.



#8 Engineering Solutions to Incineration Problems

Chair: *Freeman Newton*
(Prolite Plastics Ltd.)

Mr. Newton is one of Canada's foremost innovators in advanced scrubber technology. Practical applications of sophisticated horizontal eliminators: definitions of fumes & gas streams, saving wet scrubbers, air recycle usage, sump importance, birth of the low micron LMITS scrubber, origin of Perchloric systems, advances over Venturiis, perchloric eliminator designs (slides will be presented).

Saeed H.S. Javadi, Ph.D. (Aqua Guard Technologies Inc.): The on-site incineration alternative. Successful case studies of transportable rotary kiln incinerators in Regina and in Aruba for remdiation of contaminated soils and sludges.

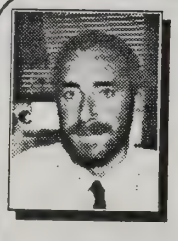
William Mills (Proctor & Redfern Ltd.): Mr. Mills is a senior environmental chemist with experience in air quality monitoring at the precedent-setting Goose Bay incineration project and, recently, the well-known Smithville incineration/remediation project. Recent case studies in mobile PCB incineration.

#9 Toxic Real Estate & Site Liability

Chair: *Michael Steinberg, P.Eng.*
(Hazcon Services Ltd.)

Michael Steinberg is president of Hazcon Services Ltd.: Environmental Site Reviews and Audits as pasrt of the "due diligence" in both the transfer and maintenance of properties and operating facilities. Topics include: Environmental Site Reviews & Audits (types, scope, costs, process, standards, management and use, risk assessment); the Role of Experts (engineers, technicians, management consultants, accountants, lawyers); Confidentiality (shielding the report, privileged communications, compelling release of the report, knowledge of contents); Liability (owners, landlords, etc., tenants, directors & officers, employees, lenders).

Mark L. Madras, Harry Dahme, Kenneth T. Rosenberg, David Estrin (Environmental and Municipal Planning Law Group: Gowling, Strathy & Henderson).



#10 Real-Cost Accounting & Product Life-Cycle Analysis

Chair: *John M. Hanson*
(Recycling Council of Ontario)

Mr. Hanson is Executive Director of the Recycling Council of Ontario and is a member of the Waste Reduction Advisory Committee to Ontario's Environment Minister, the Hon. Ruth Grier. Life-cycles: comparative analyses of products to determine their relative environmental, economic and social impacts. Case studies of work to measure items, including diapers, tetrapaks, polystyrene, and refillable bottles.

Colin Isaacs: Mr. Isaacs is a former director of Ontario's Pollution Probe and a well-known expert on waste management and environmental protection issues. Real-cost accounting: the true cost to society of its products and lifestyle.

Rick Findlay (Findlay Consulting Ltd.): Effects of life-cycles analysis on industry & consumers, potential government frameworks and legislation, what industry managers can do, implications for the future.

Jacinthe Seguin (Environment Canada, Waste Management Branch): Life-cycle analysis: a tool for packaging choices. The work of the National Task Force on packaging in the area of life-cycle analysis.

SCHEDULE AT-A-GLANCE

WORKSHOP SCHEDULE: INTERNATIONAL CENTRE

AIRPORT RD. & DERRY RD.

MONDAY, MAY 13

8:30 – 12 a.m.

1:30 – 5:00 p.m.

- **1** Full day OH&S "Train the Trainer" (Intensive)
- **2** WHMIS Test
- **3** TDG Test
- **4** Controversy
- **5** Minimization
- **6** In-Plant Spills
- **7** Lab Analysis
- **8** Full day Site Assessment & Remediation Options

CONFERENCE SCHEDULE: INTERNATIONAL CENTRE

AIRPORT RD. & DERRY RD.

TUESDAY, MAY 14

9:30 – 11:30 a.m

- **1** Approvals Process
- **2** Wastewater & Waste Residuals

Lunch

1:30 – 3:30 p.m.

- **3** OH&S: The Maze
- **4** Asbestos: Is it Lurking?

3:30 – 5:30 p.m.

- **5** Treatment & Disposal

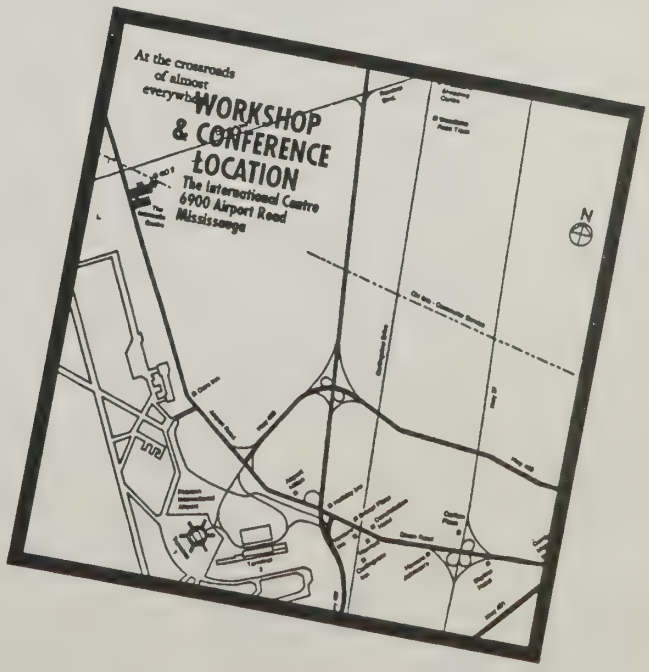
WEDNESDAY, MAY 15

- **6** Environmental Compliance
- **7** Preventing TDG Emergencies

Special Luncheon #2

- **8** Incineration Solutions
- **9** Toxic Real Estate & Liability
- **10** Life-Cycle Analysis

ACCOMODATION:
Single/Double Occupancy: $65.00
Toll Free Ontario/Quebec 1-800-387-6891
Call: Days Inn (416)962-4571



K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

TEL: 546-2700
FAX: 546-2095

1991 June 10

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 June 17
9:30 o'clock a.m.
Room 233, City Hall

C. J. Coutts, Acting Secretary
Transport and Environment Committee

AGENDA:

A. **10:00 a.m.** Public Meeting for Sale of Portions of Holland Avenue at the Rear of 564 and 596 Stone Church Road East

1. **ADOPTION OF MINUTES**

Minutes of the Meeting held 1991 May 06

2. **CITY SOLICITOR**

By-law to Authorize the Construction of Local Improvements of Concrete Sidewalk, Curb and Roadway on Ridge Street from Chipman Avenue

3. **DIRECTOR OF PUBLIC WORKS**

Garbage Disposal Tipping Fee - Copps Coliseum and Hamilton Convention Centre

4. **DIRECTOR OF PROPERTY**

(a) Purchase of Land Required for Road Purposes in the approved plan Kernighan Neighbourhood - 837 West 5th Street - Audrey Altha Ashley

(b) Purchase of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place - Barbara Pinto, in trust, Part of 836 and 840 Upper Wentworth Street

(c) Purchase of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place from Byong Hoon Kim - Part of 832 Upper Wentworth Street

(d) Purchase of Land Required for the Extension of Forbes Avenue in the Blossom Estates Subdivision from the Hamilton-Wentworth Roman Catholic Separate School Board

(e) Expropriation of Part of 614 Stone Church Road East from Alan and Florrie McGuirl for Roadway Purposes

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(a) 1991 Bus Shelter Program

(b) Temporary Street Closure - Milton Street Between Myler and Princess

(c) Temporary Street Closure and Temporary Closures for a Road Race on Sunday, 1991 November 03

(d) Temporary Street Closure: Sunset Street - Street Dance on 1991 June 22

(e) Storm Water Inlet - 10 Federal Street

(f) Proposal to Widen Sanatorium Road at Garth Street to provide Left Turn Lane

(g) Incorporating Certain City Lands into Various Streets by By-law

(h) 1991 Servicing Expenditures Related to Development Agreement Applications No. DA-90-78

(i) 1991 Servicing Expenditures Related to Subdivisions

(j) 1991-1994 High Pressure Sodium Conversion Programme

(k) 1991 City of Hamilton Capital Reconstruction Programme

(l) Discharge of Encroachment Agreement - 18-24 James Street South

(m) Discharge of Encroachment Agreement - 58 Breadalbane Street

(n) Inadvertent Encroachment Agreement - 1015 Barton Street East and 44 Erindale Avenue

(o) Proposed Alleyway Closure - Unassumed Alleyway north of Strachan Street

(p) Banner Display Application, 1992 May 18-25 - Corvette Association of Hamilton

6. **DIRECTOR OF TRAFFIC SERVICES**

(a) School Crossing Guards at Signalized Locations

(b) School Crossing Guards - Locations eliminated in the 1991 Budget Package

(c) Request for a School Crossing Guard - Intersection of Queen Street South and Aberdeen Avenue

(d) Summer Crossing Guard at Wentworth Street North and Munroe Street

(e) No. 120 Cannon Street East - Discharge of Commercial Boulevard Parking Agreement

(f) Court Prosecution of Moving Traffic Violations

(g) **Parking Regulations**

i. Nicklaus Drive Between Albright Road and St. Andrews Drive

ii. Crockett Street - Both Sides Between East 33rd Street and East 34th Street

iii. South Side of Colbourne Street Between Bay Street and Park Street

iv. King William Street - North Side commencing 120 feet east of John Street to a point 128 feet east

v. Dunsmure Road - West of Ottawa Street North

vi. East 38th Street - South of Fennell Avenue

vii. East Side of Devonport Street - South of York Boulevard

viii. William Street Between Barton Street East and Birge Street

ix. West Side of Ashley Street at Century Street

x. East 11th Street Between Concession Street and Mountville Avenue

xi. South Side of Bendamere Avenue Between West 32nd and West 34th Streets

xii. No. 145 Grant Avenue - Request for a Reserved Permit Parking Space for Handicapped Resident

xiii. North side of Braemar Place, East of Garth Street - Corner Clearance

xiv. No. 190 Picton Street East - Request for a Reserved Parking Space for a Handicapped Resident

xv. No. 580 Rennie Street - Driveway Clearance

xvi. No. 590 East 27th Street - Request for a Reserved "Permit Parking" Space for a Handicapped Resident

xvii. Intersection of Maplewood Avenue and Balsam Avenue South - Corner Clearances

xviii. South Side of Sanders Boulevard, West of Cottrill Street - Corner Clearance

(h) **Intersection Control**

i. Intersection of Agnes Street and Campbell Avenue

ii. Intersection of Cameo and Carmen Avenue

iii. Intersection of Bevan Court and Dunkirk Drive

iv. Intersection of Rexford Drive and Rondeau Street/Rexford Drive and Ravenbury Drive

v. Intersection of Mary Street and Macauley Street

vi. Intersection of Brigade Drive and Delancey Boulevard

vii. Intersection of Brigade Drive and Byng Street

viii. Intersection of Whitfield Avenue and Birmingham Street

ix. Intersection of Normajean Avenue and Rexford Drive

x. Intersection of Picton Street East and Catharine Street North

xi. Barclay Street Between Cline Avenue and Marion Avenue

(i) Application for a Parking Permit for Royal Avenue - Stanley Stencil

(j) Twelve Hour Parking Time Limit on City Streets

7. **COUNCIL REFERRAL**

Correspondence from City of Windsor Respecting Regulations to Control Whistling at Railway Crossings

8. **PLANNING AND DEVELOPMENT COMMITTEE**

Via Rail Service

9. **FINANCE AND ADMINISTRATION COMMITTEE**

Funding Traffic Signal - Mount Albion and Albright Road

10. **ALDERMAN BRIAN HINKLEY**

Student Employment Postbusters Program

11. **OTHER BUSINESS**

12. **ADJOURNMENT.**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
3.	Snow Clearing Charges - 575 James Street North	April 15, 1991	Ald. V. Agro	Tabled

June 11, 1991

T. Agnello
Secretary

A

CITY OF HAMILTON

- RECOMMENDATION -

DATE: May 13, 1991

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

By-law for closure and sale of parts of Holland Avenue.

RECOMMENDATION:

a) That the appropriate By-law for the closure and sale of parts of Holland Avenue be forwarded to City Council for enactment on June 25, 1991.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

City Council on December 12, 1989 authorized that the by-law be prepared. We have advertised the Public Notice on Saturdays, May 21, May 28, June 4, and June 11, 1991 in the Spectator, pursuant to Section 301 of the Municipal Act.

KML:ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)

MAY 31 1991

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416) 546-4170
Fax (416) 526-6665

Refer to File No. T103-03(237)
Attention of J.K. Clairmont
Your file No.

May 28, 1991

TO: T. Agnello
City Clerks Department

FROM: J.K. Clairmont
Transportation Technician
Engineering Department

RE: **Public Notice For Sale of Portions of Holland Avenue At The Rear of 564 and 596 Stone Church Road East, Hamilton**

Enclosed please find a copy of the public notice and by-law for the sale of portions of the closed road allowance at the rear of the above noted properties.

The notice will appear in the Hamilton Spectator on Tuesday, May 21 and 28 and Tuesday, June 4 and 11, 1991.

The By-Law will be presented at the Transport and Environment Committee meeting of Monday, June 17, 1991.

If you require further information, please contact me at 546-4279.

J.K. Clairmont
Transportation Technician

MJP:tlj
attach

PUBLIC NOTICE

TO AUTHORIZE THE SALE OF PORTIONS OF THE CLOSED ROAD ALLOWANCE OF HOLLAND AVENUE AT THE REAR OF 564 AND 596 STONE CHURCH ROAD EAST BEING PARTS 2, 3, 6, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34 AND 35 PLAN 62R-10568

NOTICE is hereby given pursuant to Section 301 of the Municipal Act, R.S.O. 1980, Chapter 302, that the Council of the Corporation of the City of Hamilton proposes, at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, the 25th day of June, 1991, to pass a by-law to authorize the sale to the abutting owners of certain portions of Holland Avenue, being the unopened road allowance at the rear of 564 and 596 Stone Church Road East, more particularly described as Parts 2, 3, 6, 7, 8, 9, 10, 11, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34 and 35 on Plan 62R-10568, which road allowance was closed by Judge's Order, registered on the 28th day of September, 1990, as Instrument No. 62794:

1. To Adisco Limited, Parts 2, 3, 22, 23, 26, 27, 30, 31, 34 and 35 on Plan 62R-10568, for the sum of $23,250.00, all in accordance with and subject to the terms and conditions of an Agreement dated March 20, 1991;

2. To Adisco Limited in Trust, Part 18 on Plan 62R-10568, for the sum of $4,200.00, all in accordance with and subject to the terms and conditions of an Agreement dated March 20, 1991;

3. To Dominic Carnicelli, Part 6 on Plan 62R-10568, for the sum of $1,500.00, all in accordance with and subject to the terms and conditions of an Agreement dated March 20, 1991;

4. To Dominic Carnicelli in Trust, Parts 15 and 19 on Plan 62R-10568, for the sum of $6,300.00, all in accordance with and subject to the terms and conditions of an Agreement dated March 20, 1991;

5. To 839891 Ontario Inc., Part 16 on Plan 62R-10568, for the sum of $7,300.00, all in accordance with and subject to the terms and conditions of an Agreement dated March 20, 1991;

6. To Yiannoulla Mouskas, Part 17 on Plan 62R-10568, for the sum of $3,900.00, all in accordance with and subject to the terms and conditions of an Agreement dated February 28, 1991.

Parts 7, 8, 9, 10 and 11 on Plan 62R-10568 are to be retained by the City of Hamilton for incorporation into the Butler Drive extension.

A Plan (62R-10568) showing the lands to be affected and a draft of the proposed by-law may be seen in the office of the Regional Engineering Department, 6th Floor, City Hall, Hamilton.

On Monday, the 17th day of June, 1991, at 10:00 a.m. the City Council through its Transport and Environment Committee, will hear in person, or by counsel, solicitor or agent, any person who claims that his or her lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should, as soon as possible, make written application to:

Ms. T. Agnello, Secretary
Transport & Environment Committee
Office of the City Clerk
City Hall - 71 Main St. W.
Hamilton, Ontario L8N 3T4
546-2747

DATED at Hamilton, Ontario, this day of 1991.

K. E. Avery, City Clerk
Corporation of the City of Hamilton

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO AUTHORIZE THE SALE OF PORTIONS OF THE CLOSED ROAD ALLOWANCE OF HOLLAND AVENUE, DESIGNATED AS PARTS 2, 3, 6, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34, AND 35, PLAN 62R-10568

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to stop-up and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 37 of the 20th Report of the Transport and Environment Committee, on December 12, 1989, authorized the City to stop-up and close the highway and offer to sell the soil and freehold therein as hereinafter described, the extent and boundaries of which are more particularly described in Schedule "A" attached hereto;

AND WHEREAS the unopened road allowance known as Holland Avenue, the extent and boundaries of which are more particularly described in Schedule "A" annexed hereto, was stopped-up and closed by Judge's Order dated 25 June, 1990 and registered on 28 September, 1990 as Instrument No. 62794;

AND WHEREAS Adisco Limited is the abutting owner to the south of the highway;

AND WHEREAS Dominic Carnicelli, Adisco Limited, Yiannoulla Mouskas, and 839891 Ontario Inc. are the abutting owners of the lands to the north of the highway;

AND WHEREAS Notice of the said by-law has been published as required by Section 301 of the said Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (1) Subject to section 2, the soil and freehold in those portions of the road allowance known as Holland Avenue, which road allowance was closed by Judge's Order, registered on 25 September, 1990 as Instrument No. 62794, designated as Parts 2, 3, 22, 23, 26, 27, 30, 31, 34 and 35 on Plan 62R-10568 may be offered for sale to the owners of the land abutting to the south, being Adisco Limited, or their successors or assigns.

   (2) Subject to section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as Holland Avenue, designated as Part 6 on Plan 62R-10568 may be offered for sale to the owner of the land abutting to the north, being Dominic Carnicelli, or his successors or assigns.

(3) Subject to section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as Holland AVenue, designated as Parts 15 and 19 on Plan 62R-10568 may be offered for sale to the owner of the land abutting to the north, being Dominic Carnicelli, in Trust, or his successors or assigns.

(4) Subject to section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as Holland AVenue, designated as Part 16 on Plan 62R-10568 may be offered for sale to the owner of the land abutting to the north, being 839891 Ontario Inc., or their successors or assigns.

(5) Subject to section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as Holland Avenue, designated as Part 17 on Plan 62R-10568 may be offered for sale to the owner of the land abutting to the north, being Yiannoulla Mouskas, or his/her successors or assigns.

(6) Subject to section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as Holland Avenue, designated as Part 18 on Plan 62R-10568 may be offered for sale to the owner of the land abutting to the north, being Adisco Limited, in Trust, or their successors or assigns.

2. If the above-mentioned owners of the abutting lands or their successors or assigns do not purchase the said portions of the said stopped-up and closed road allowance known as Holland Avenue within 30 days of the date of passing of this by-law, the sale of the said property may be authorized to any other person as may be approved by a subsequent by-law.

3. This by-law comes into force and effect on the date of its enactment.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1989) 20 R.T.E.C. 37, December 12

1

Monday, May 06, 19
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Absent: Alderman V. Agro, Vice Chairman (City Business)
Mayor Robert M. Morrow (City Business)

Also present: Alderman G. Copps
Alderman F. Lombardo
Ms. Bernice Price, Hamilton Safety Council
Miss S. Wilson, Board of Education
Mr. G. Aston, Engineering Department
Mr. M. Main, Director of Traffic Services
Mr. D. Lobo, Public Works Department
Mr. M. Watson, Property Department
Mr. L. Farr, Law Department
Ms. V. Grupe, Planning Department
Ms. T. Agnello, Secretary

1. **APPROVAL OF THE MINUTES**

The Minutes of the meeting held April 22, 1991, were approved, as amended, to include Alderman Agostino as being present.

2. **CITY SOLICITOR**

837 West 5th Street - Proposed Expropriation

As recommended by the City Solicitor in a report dated April 22, 1991, the Committee recommended to Council as follows:

> That the appropriate By-law to expropriate a vacant lot, which is municipally known as 837 West 5th Street in the Kernighan Neighbourhood in the City of Hamilton, for roadway and municipal purposes, be enacted.

3. **DIRECTOR OF PROPERTY**

3.1 **Alley Closure - East/West Alley from East 38th Street to North/South Alley**

As recommended by the Director of Property in a report dated April 26, 1991, the Committee recommended to Council as follows:

> That an Offer to Purchase Agreement executed by Milorad and Dusica Kobilski on March 22, 1991 and scheduled to close sixty (6) days after the enactment of a By-law to sell the closed portion of the East/West Alley, first south of Concession from East 38th Street to North/South Alley, be approved and completed. The purchase price of One Dollar ($1.) is to be credited to Account No. CH5X303 00102 (Reserve for Property Purchases). Subject parcel is shown as Part 4 on Plan 62R-11097 and comprises a total area of 18.58 square metres (200 square feet) more or less.

3.2 **Sale of Alleyway south of Main Street East between Balmoral Avenue South and Grosvenor Avenue South**

As recommended by the Director of Property in a report dated April 26, 1991, the Committee recommended to Council as follows:

(a) That Item 2 of the **THIRTEENTH** Report of the Transport and Environment Committee, approved by City Council on September 29, 1987, be rescinded in its' entirety and the City Solicitor be directed to take the necessary action to refund the deposit made by the abutting owners.

(b) That Offers to Purchase portions of the alleyway located south of Main Street between Balmoral Avenue and Grosvenor Avenue South to the abutting owners, be approved and completed as follows:

Part on Plan 62R-10227		Area	Purchaser	
i.	Part 5	1.52 m x 12.19 m 5 ft. x 40 ft. 18.58 square metres 200 square feet	Diego Sebastianutti Mary Sebastianutti	$1.
ii.	Part 2	1.52 m x 36.57 m 5 ft. x 120 ft. 55.74 square metres 600 square feet	George Badura	$1.
iii.	Part 3	1.52 m x 36.57 m 5 ft. x 120 ft. 55.74 square metres 600 square feet	Morris Felicetti Roxanne Felicetti	$1.
iv.	Part 6	1.52 m x 12.19 m 5 ft. x 40 ft. 18.58 square metres 200 square feet	Michael Wyslobicky Jessie Wyslobicky	$1.
v.	Part 8 and 9	1.52 m x 48.76 m 5 ft. x 160 ft. 74.32 square metres 800 square feet	482115 Ontario Limited President - Guido Tomassetti	$1.

It is understood and agreed that Parts 3, 6 and 9 on Plan 62R-10227 are subject to an easement in favour of Bell Canada for maintenance of their underground plant.

All of the above transactions are scheduled for closing sixty (60) days after the enactment of a by-law to sell the closed alleyway between Balmoral Avenue and Grosvenor Avenue South, 1st South of Main Street East. The purchase price of $1. is to be credited to Account No. CH4X501 00102 (Sale of Land - Property Purchases).

4. DIRECTOR OF PUBLIC WORKS

Amendment to the Policy to Enforce City Streets By-law 86-77

As recommended in a report from the Director of Public Works in a report dated May 01, 1991, the Committee recommended to Council as follows:

That the present policy to facilitate enforcement of violations of the Streets By-law No. 86-77 regarding visibility obstructions caused by plant materials adopted by the Council of the Corporation of the City of Hamilton on 10th day of May 1988 at Item 4 of the **EIGHTH** Report of the Transport and Environment Committee be rescinded in its entirety and replaced with the following:

i. Enforcement of the by-law will be by the Director of Public Works and will be exercised in the following manner:

The Public Works Department shall trim any vegetation on the boulevard in the following situations:

- At the intersection of two public highways where, in the opinion of the Director of Traffic Services, a visibility obstruction affects the safety of the general public; and

- At non intersection locations, upon complaint of the abutting resident/owner who is immediately affected by the obstruction, or where in the opinion of the Director of Traffic Services it is deemed a visibility obstruction or safety hazard.

ii. The Public Works Department shall serve on the offending property owner:

- A notice of violation shall consist of a written field violation notice giving the property owner two weeks to reduce the plant material to the proper size. This notice should either be given directly to the property owner or placed in the mailbox.

- At the end of the two week period, the Department of Public Works will re-inspect the site. If the property owner has not complied with the notice, a follow-up registered letter from the Director of Public Works will be sent to the property owner advising them to comply within one week of receiving the registered letter. At the end of one week, the Department of Public Works will re-inspect the site and take whatever action is necessary to comply with the by-law, and charge any costs to the owners of the property.

5. COMMISSIONER OF TRANSPORT/ENVIRONMENTAL SERVICES

5.1 **Proposed Construction of Independent Concrete Sidewalks on Both Sides of Upper Ottawa Street between Stone Church Road and Rymal Road**

As recommended by the Commissioner of Transport/Environmental Services in a report dated April 25, 1991, the Committee recommended to Council as follows:

(a) That the Transport and Environment Committee recommend to City Council that the construction of an independent concrete sidewalk at the following locations be proceeded with as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross costs of $175,910., as provided for in the 1991 portion of the 1991-1995 Capital Budget with a City share of $87,574., and a maximum Property Owner's share of $88,336.:

i. Upper Ottawa Street, west side, from Rymal Road to the north limit of 1598 Upper Ottawa Street and from the south limit of 1562 Upper Ottawa Street to the north limit of 1554 Upper Ottawa Street;

ii. Upper Ottawa Street, west side, from the south limit of 1538 Upper Ottawa Street to 57 metres south of Silverton Avenue and from Silverton Avenue to the north limit of 1446 Upper Ottawa Street;

iii. Upper Ottawa Street, east side, from Rymal Road to Unsworth Drive; and

iv. Upper Ottawa Street, east side, from Stone Church Road East to 200 metres southerly.

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project;

(c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City of Hamilton, once all the necessary approvals have been received; and

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake these works.

5.2 **Street Closures and Temporary Closures - Hess Street South between King Street and Main Street**

As recommended by the Commissioner of Transport/Environmental Services in a report dated April 26, 1991, the Committee recommended to Council as follows:

(a) That the authorization granted by City Council on February 04, 1991 in adopting Item 7 (a) of the Report 3-91 of the Transport and Environment Committee be rescinded.

(b) That the revised application of Mr. M. Temperly, agent for the Hess Village Merchant Association, to temporarily close:

i. Hess Street South from Main Street to King Street on:

- Friday, July 19, 1991 from 6:00 p.m. to 11:00 p.m.
- Saturday, July 20, 1991 from 6:00 p.m. to 11:00 p.m.
- Sunday, July 21, 1991 from 2:00 p.m. to 11:00 p.m.

ii. Hess Street South from George Street to King Street:

from 8:00 a.m. Friday, July 19, 1991 to 11:00 p.m. Sunday, July 21, 1991 to permit the Hess Village Merchant Association (24 Hess Street South, Hamilton) to hold a Jazz Festival;

be approved during the pleasure of City Council provided:

(c) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(d) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways, and at the expense of the organizing group;

(e) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(f) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holds the City harmless from all actions, causes of actions, interests, claims, demands, costs, damages, expenses and loss;

(g) That the applicant reimburse the Regional Police; Department of Engineering; City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

(h) That no property owner or resident within the barricaded area will be denied access to their property upon request;

(i) That all property owners and tenants along the closed portion of the route be notified of the festival by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

5.3 **Proposed Sidewalk/Bikeway - Scenic Drive between Denlow Avenue and West 35th Street**

The Committee was in receipt of a report from the Commissioner of Transport/Environmental Services in a report dated April 26, 1991.

Alderman Murray advised that public meetings have been held on this matter and residents were not in favour of sidewalk construction.

Mr. Aston advised that the Engineering Services Committee has requested sidewalk construction.

After brief discussion the Committee passed the following resolution:

(a) That staff be directed to prepare a report regarding the construction of a shared pedestrian and bicyclist area within the existing Scenic Drive curb limits between Denlow Avenue and West 35th Street with no sidewalks; and

(b) That Staff be directed to paint centre lines and turn lanes on Scenic Drive and specifically at Denlow Avenue.

5.4 **Upgrading of a City Assumed Alley parallel to Locke Street and Margaret Street - Strathcona Neighbourhood Plan Amendment**

Prior to voting on the motion Committee directed that, as per City policy, the name of the incorporated company be included in the recommendation.

As recommended by the Commissioner of Transport/Environmental Services in a report dated April 29, 1991, the Committee recommended to Council as follows:

(a) That the owner of the proposed development on the west side of Locke Street between Main Street West and King Street West, 829097 Ontario Limited (Ted Bruin, President), be permitted to upgrade the City assumed alley between the first east-west alley north of Main Street West (running easterly from Margaret Street) and the first east-west alley south of King Street West (running easterly from Margaret Street) with all costs and liability at the developers expense; and

(b) That the obligation of the owner to improve the widened alley at his expense be included in the conditions of site plan approval, be incorporated into the site plan agreement and be registered on title.

(c) That a By-law be introduce and approved to widen the existing north-south alley between the first east-west alley north of Main Street West and the first east-west alley south of King Street West from 3.66 metres to 9.14 metres to incorporate existing City lands into road allowance; and

(d) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

5.5 **Incorporating Certain City Lands into various Streets by By-law**

As recommended by the Commissioner of Transport/Environmental Services in a report dated April 26, 1991, the Committee recommended to Council as follows:

(a) That the following City lands be incorporated into the various streets:

Mount Pleasant Drive	Part 1, Plan 62R-10413 (excepting southerly 81.0m thereof)
Rutledge Court	Block 43, Plan 62M-624

(b) That the appropriate By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

6. DIRECTOR OF TRAFFIC SERVICES

6.1 Reconstruction for New Traffic Signal - Mount Albion and Albright

A discussion ensued regarding the installation of Traffic light without left turn lanes for 1991. It was determined that this matter would be further discussed after the Finance and Administration Committee has dealt with financing.

The Committee moved to receive the following recommendation of the Director of Traffic Services dated April 29, 1991:

(a) That roadway widening, suitable for the proper, safe and efficient operation of the intersection of Mount Albion and Albright under traffic signal control, be scheduled as soon as funding permits; and

(b) That the Finance and Administration Committee be requested to recommend the method of financing; and

(c) That upon the installation of the traffic signal, the school crossing guard be removed from the intersection of Mount Albion and Albright.

6.2 Residential Boulevard Parking for one, two and three family dwellings

Prior to voting on the recommendation Alderman Drury voiced concerns regarding hard surfacing of parking areas, landscaping requirements and net reduction of parking of parking spaces.

As recommended by the Director of Traffic Services in a report dated April 12, 1991, the Committee recommended to Council:

(a) That the residential boulevard parking agreements not require the hard surfacing of parking areas within 30 days of the construction of the driveway approach; and

(b) That the hard surfacing of residential boulevard parking areas be enforced by Parking Control staff, as is presently the case, by not permitting parking in these areas until the area has been hard surfaced; and

(c) That landscaping requirements for residential boulevard parking area not be included as part of the agreement; and

(d) That there not be restriction on residential boulevard parking when the driveway approach may result in a net loss of on-street parking; and

(e) That the rules applicable to residential boulevard parking on City streets be applicable to Regional Roads as well.

6.3 **Apartment Building at No. 90 Duke Street - Application for a Time Limit exemption Permit**

As recommended by the Director of Traffic Services in a report dated April 25, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to Mr. Bob Fyfe, 90-501 Duke Street.

6.4 **Parking Regulations**

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that By-law 89-72 be amended as follows:

6.4.1 **San Pedro Drive**

i. That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of San Pedro Drive between Scenic Drive and San Paulo Drive; and

ii. That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of San Pedro Drive between Scenic Drive and Miller Avenue; and

6.4.2 **Queensdale Avenue East**

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Queensdale Avenue East between Rendell Boulevard and Upper Ottawa Street; and

6.4.3 **North side of Carling Street, east of Paradise Road South**

That a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation be implemented on the north side of Carling Street commencing at Paradise Road South and extending to a point 88 feet easterly therefrom; and

6.4.4 **North side of Macauley Street West, west of MacNab Street North**

That a "No Parking" regulation be implemented on the north side of Macauley Street West, commencing at a point 228 feet west of MacNab Street North and extending to a point 27 feet westerly therefrom; and

6.4.5 **West side of Balsam Avenue between King Street and Cannon Street**

That parking be prohibited on the west side of Balsam Avenue between King Street East and Cannon Street East; and

6.4.6 **Intersection of San Pedro Drive and Scenic Drive**

i. That a "No Stopping" regulation be implemented on the north side of San Pedro Drive commencing at Scenic Drive and extending to a point 92 feet westerly therefrom; and

ii. That a "No Stopping" regulation be implemented on the south side of San Pedro Drive commencing at Scenic Drive and extending to a point 80 feet westerly therefrom; and

6.4.7 **Rosedale Avenue, south of King Street East**

i. That the existing "No Stopping" traffic signal clearance on the east side of Rosedale Avenue between King Street and a point 134 feet southerly be extended, such that the prohibition commences at King Street and extends to point 253 feet southerly therefrom; and

ii. That an entry be placed in the City Traffic By-law for the existing "No Stopping" traffic signal clearance on the west side of Rosedale Avenue between King Street and a point 233 feet southerly therefrom; and

6.4.8 **Tragina Avenue North - Parking Regulations**

That the existing "No Stopping Anytime" regulations on both sides of Tragina Avenue North at the pedestrian entrance/exit to Andrew Warburton Memorial Park be retained on a full-time basis.

7. **DELEGATIONS**

7.1 **Public Meeting - Glencarry Avenue from King Street to approximately 28.6 m northerly - Proposed narrowing to one lane and traffic operation one-way southbound in the narrowed position**

Alderman G. Copps, Edward Sokal of 253 Glencarry Avenue and William Watson of 251 Glencarry Avenue were present in support of the road narrowing.

As submitted by the City Solicitor in a report dated April 30, 1991, the Committee recommended to Council as follows:

That the appropriate by-law to alter Glencarry Avenue by narrowing to one lane, from King Street East to a point approximately 28.6 m northerly be enacted by City Council.

7.2 **Mr. Frank Galvin - 218 Locke Street South - Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report from the Director of Traffic Services dated March 26, 1991.

Mr. Galvin was present to request boulevard parking for 4 tenants of property owned by him at 218 Locke Street South.

The main concern of the Traffic Department is that large vehicles will overhang the sidewalk.

After brief discussion the Committee moved to recommend the following resolution to Council for approval:

> That the application by Mr. Frank J. Galvin to lease a portion of the City boulevard of Chatham Street adjacent to the commercial property at No. 218 Locke Street South be approved, provided:
>
> (a) That the vehicles using the boulevard as parking space are less than 17 ft. in length;
>
> (b) That the Traffic Department approves the designated vehicles which are to use the parking spaces; and
>
> (c) That the owner of the property post signs for each space stating that the space is reserved for a specific licence plate numbered vehicle only.

8. **CONFERENCE**

Haztech Canada: 5th Annual Pollution Control Conference - May 14 to 15, 1991

As recommended by the Secretary of the Transport and Environment Committee in a report dated April 30, 1991, the Committee recommended to Council as follows:

(a) That the Chairman or his designate be authorized to attend the Haztech Canada Conference to take place on May 14 and 15 in Toronto.

(b) That costs for attendance be allocated to Aldermen's Travel Account No. CH55201-10010 from the 1991 Operating Budget.

9. **OTHER BUSINESS**

None.

10. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local improvements of concrete sidewalk, curb and roadway on Ridge Street from Chipman Avenue to approx. 57m south - $40,350.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete sidewalk, curb and roadway on Ridge Street from Chipman Avneue to approx. 57m south.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on January 29, 1991, in adopting Item 18 of the 2nd Report of the Transport & Environment Committee and Item 23 of the 1st Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, March 27, 1991, the Ontario Municipal Board's Order No. E910160 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of sidewalks, curbs and roads on Ridge Street from Chipman Avenue to approximately 57m south, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Commissioner of Regional Engineering.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 18 of the 2nd Report of the Transport & Environment Committee on January 29, 1991;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 23 of the 1st Report of the Finance & Administration Committee on January 29, 1991;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 27th day of March, 1991, issue Order No. E910160 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $40,530.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $17,590.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $40,530.00.

2. The share or portion of the estimated cost of the works in the amount of $17,590.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $17,590.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 2 R.T.E.C. 18, January 29
(1991) 1 R.F.A.C. 23, January 29

SCHEDULE "A"

The construction of sidewalks, curbs and roads on Ridge Street from Chipman Avenue to approximately 57m south at the costs not exceeding those set out below:

City's Share	$ 22,940.00
Owners' Share	17,590.00
TOTAL ESTIMATED COST	$ 40,530.00
Estimated Cost per metre frontage	$368.00

Fifteen (15) annual instalments

3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 13

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Garbage Disposal Tipping Fee Copps Coliseum
And Hamilton Convention Centre (PW 91-2000)

RECOMMENDATION:

a) That the Regional Municipality of Hamilton-Wentworth be requested to assess H.E.C.F.I. the municipal disposal rate of $55 per tonne rather than the rate assessed to private operators at $120 per tonne, and

b) That the tipping fee to the Region of Hamilton-Wentworth for waste from H.E.C.F.I. be charged to Account No. HE 56319 81021 for H.E.C.F.I. - Hamilton Convention Centre and Hamilton Place and Account No. HE 56320 83021 for H.E.C.F.I. - Copps Coliseum.

J.G. Pavelka

J.G.PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Copps Coliseum, the Hamilton Convention Centre and Hamilton Place together generate about 200 tonnes of garbage each year and pay approximately $24,000 to the Region of Hamilton-Wentworth for disposal costs. Their total costs including haulage fees were over $30,000 in 1990.

Currently, the Region charges H.E.C.F.I. $120 per tonne, the same rate that the Region charges all private sector operators.

Currently, all Area Municipalities are charged only $55 per tonne for disposal.

H.E.C.F.I. should be classified as a municipal jurisdiction and therefore be eligible for the $55 per tonne tipping fee, saving $65 per tonne ($120 minus $55) or approximately $13,000 per year in disposal costs.

BACKGROUND:

Currently, Copps Coliseum and the Hamilton Convention Centre are assessed the rate for private operations of $120 per tonne for the disposal of garbage.

These two facilities are, in fact, funded by the City of Hamilton so should be eligible for the same disposal rate offered to Area Municipalities, $55 per tonne.

PAYMENT OF DISPOSAL FEES

Currently, Copps Coliseum and Hamilton Convention Centre pay both the collection fee to their Contractor - Laidlaw and the disposal fee (@ $120 per tonne) to the Region of Hamilton-Wentworth.

Currently, the Public Works Department pays the collection fees for garbage picked up by the City of Hamilton and H.E.C.F.I. pays the tipping fee to the Region of Hamilton-Wentworth.

It is practical to:

1. advise the Region of Hamilton-Wentworth that H.E.C.F.I. should be assessed the municipal rate for tipping fees. This would reduce the rate from $120 per tonne to $55 per tonne and represent a savings of $13,000 annually.

2. have H.E.C.F.I. assume the responsibility of paying the tipping fee to the Region of Hamilton-Wentworth.

JGP/DH/

c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. E. C. Matthews, Treasurer
Mr. G. Macaluso, Chief Executive Officer, H.E.C.F.I.
Attention: Mr. S. Dockman, Mr. J. Leuser
Mr. D. Turvey, Commissioner of Engineering
Mr. J. Bruzzese, Manager of Revenue, Finance Department

4a

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 June 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for Road Purposes in the approved plan Kernighan Neighbourhood - 837 West 5th Street - Audrey Altha Ashley**

RECOMMENDATION:

a) That an Option to Purchase executed by Audrey Altha Ashley on May 24, 1991 and scheduled to close on August 16, 1991 for the purchase of 837 West 5th Street (Part 1 and 2 on Plan 62R-10580), required for road purposes for the implementation of the approved plan for the Kernighan Neighbourhood, be approved and completed. The subject property has a frontage along the easterly limit of West 5th Street of 80 feet (24.38 metres) and contains an area of 24,000 square feet (2,229.6 square metres), shown as Parts 1 and 2 on Plan 62R-10580.

b) That the purchase price of $187,226.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway in order to recover costs for the land and services from the abutting developers.

BACKGROUND:

On June 28, 1988, City Council approved Item 2 of the 15th Report of the Planning and Development Committee for the implementation for the proposed plan for the Kernighan Neighbourhood. The plan called for the acquisition of the vacant lot at 837 West 5th Street for road purposes.

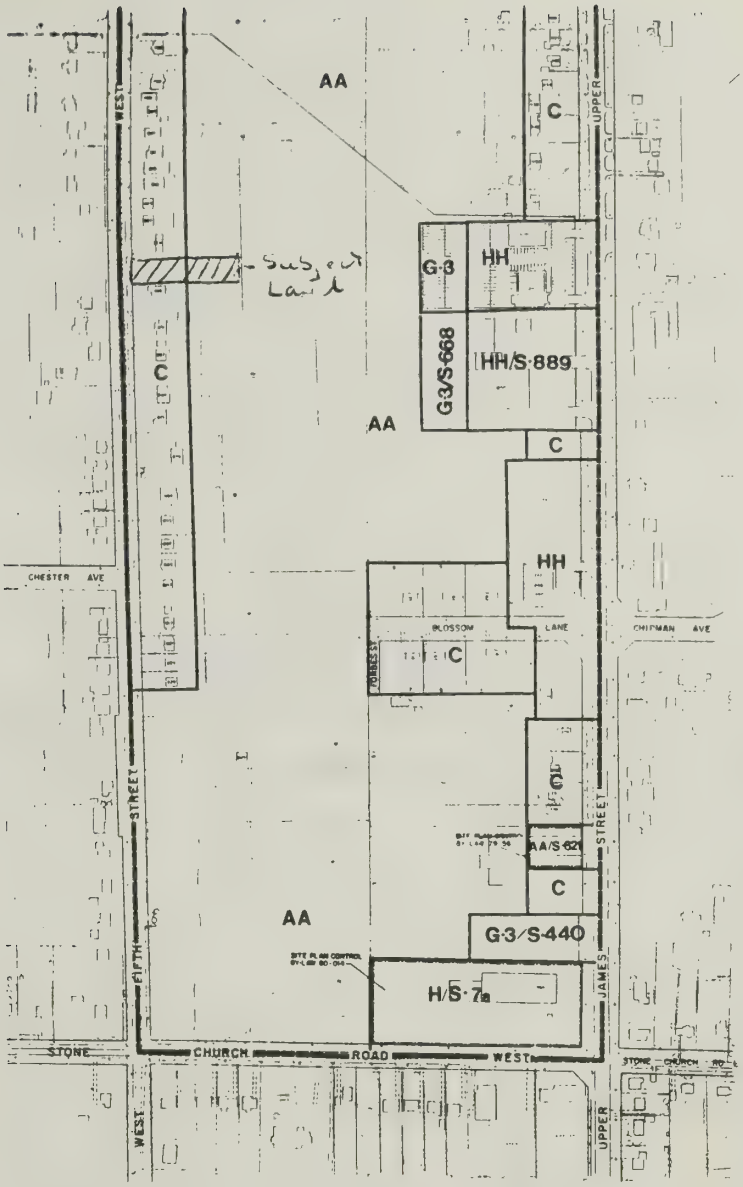
The Property Department was unable to negotiate a satisfactory settlement and on March 14, 1991 Council approved the Transport and Environment Committee's recommendation for expropriation of the subject property.

Subsequent to this, the owner has executed and returned the attached Option to Purchase for Committee and Council approval.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. G. Aston

(100.40.673 - 4505)



116	137	56
53	86	82
121	101	119

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

KERNIGHAN

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100m
SCALE 50m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO 7611

JUNE 1988

AREAS IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE

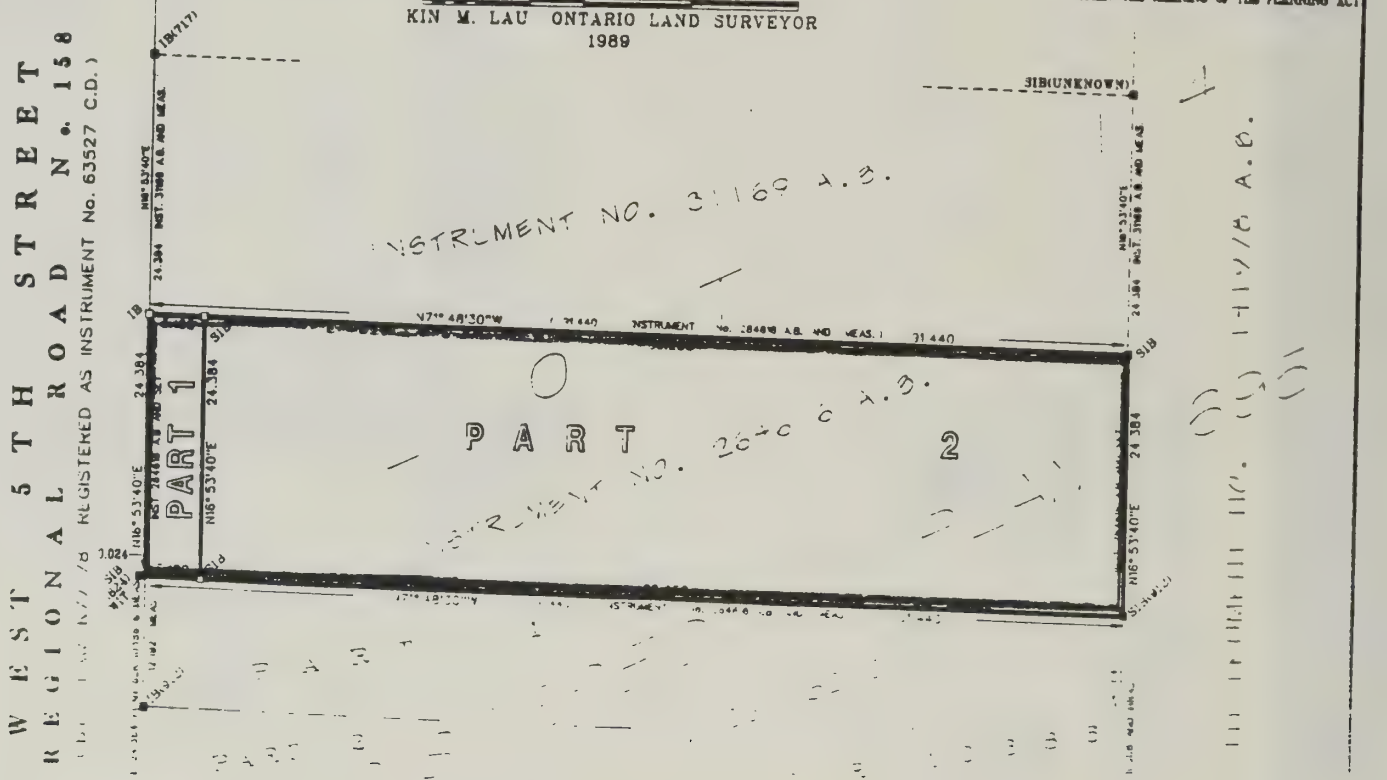
PART	INSTRUMENT NO.	LOT	REGISTERED PLAN	AREA
1	284616 A.B.	14	695	128.3 m²
2				2102.8 m²

PLAN 62R-10580
RECEIVED AND DEPOSITED
DATE 1989 09 27
Ann Fleming
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE Sept. 19 1989
KIN M. LAU
ONTARIO LAND SURVEYOR

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

PLAN OF SURVEY
OF
PART OF LOT 14
REGISTERED PLAN 695
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE - 1 : 400
5 0 5 10 20 30m
KIN M. LAU ONTARIO LAND SURVEYOR
1989



4b

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 June 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place - Barbara Pinto, in trust, Part of 836 and 840 Upper Wentworth Street**

RECOMMENDATION:

a) That an Option to Purchase executed by Barbara Pinto on April 22, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 836 and 840 Upper Wentworth Street, required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed. The subject property contains 3,300 square feet (306.57 square metres), more or less, shown as Parts 5, 6, 7 and 8 on Plan 62R-11054. Consideration in the amount of $1.00 has been paid to the owners and forms part of the purchase price.

b) That the purchase price of $2.00 be charged to Account Number CF 5698 528946015 (Miscellaneous Expenses - Fieldway Drive).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will recover all costs for this project, including land, consultant's fees, construction and overhead, through establishment of One Foot Reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee authorizing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place.

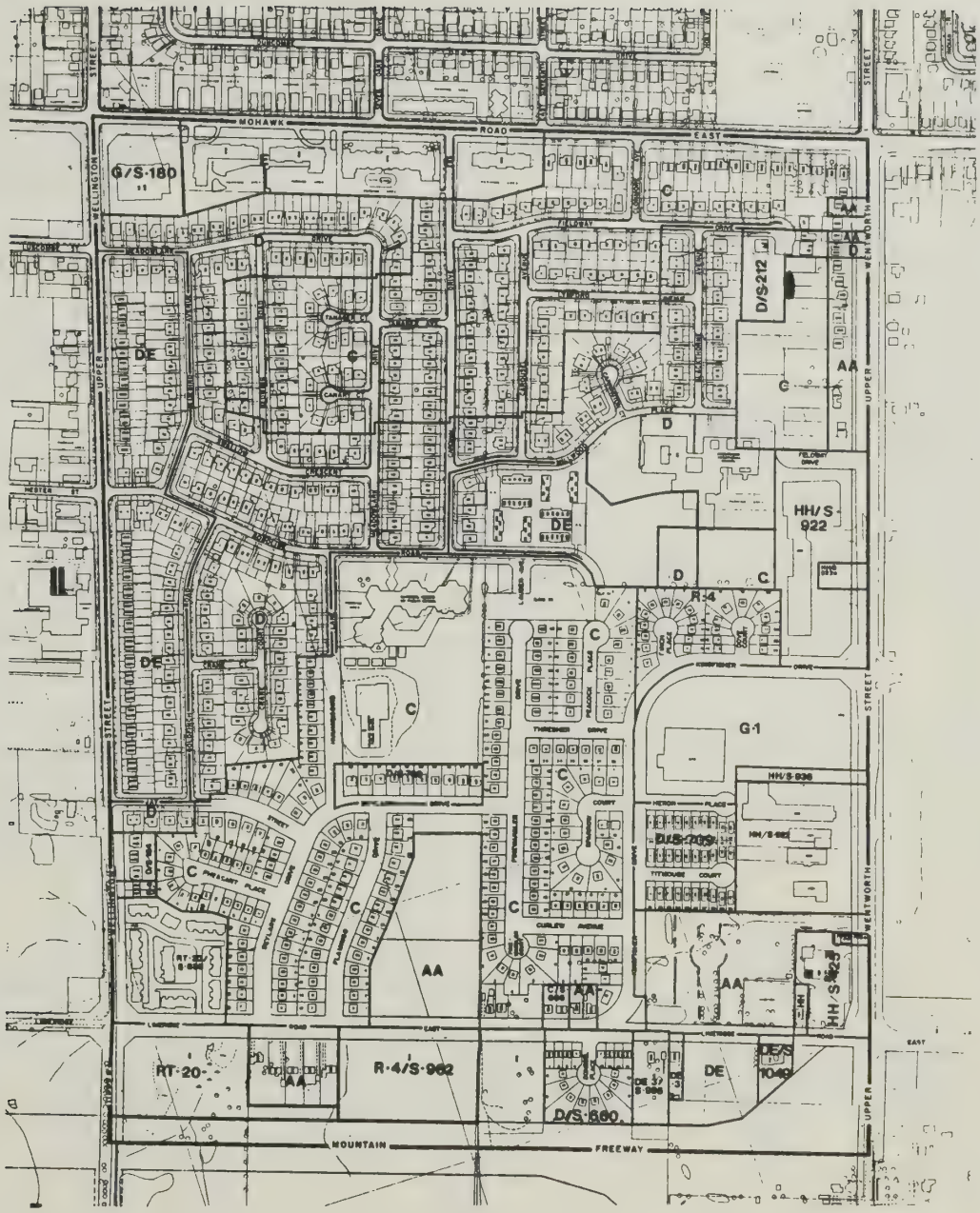
We were unable to negotiate a satisfactory settlement and on April 8, 1991 a recommendation was forwarded to Committee and Council recommending expropriation which Council approved on April 30, 1991.

Subsequent to this, the owner has executed and returned the attached Option to Purchase for Committee and Council approval.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mrs. Susan K. Reeder, Secretary, Planning and Development Committee

(36.1.26 - 4509)



7	66	16
96	16	130
62	33	116

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

BRULEVILLE

ZONING

Neighbourhood Boundary
Zoning Boundary.

SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING MAP NO. 7202

JUNE 1986

PAGE NO. 16

April 22, 1991

To: Members of Transportation and Environment and
Members of Planning and Development,

City Hall, Hamilton, Ontario

Dear Sirs:

Re: Purchase of Portion of rear of 836-840
Upper Wentworth Street, Hamilton

Attached are copies duly executed by us accepting $2.00 in lieu of market value for the rear of our properties for roadway purposes.

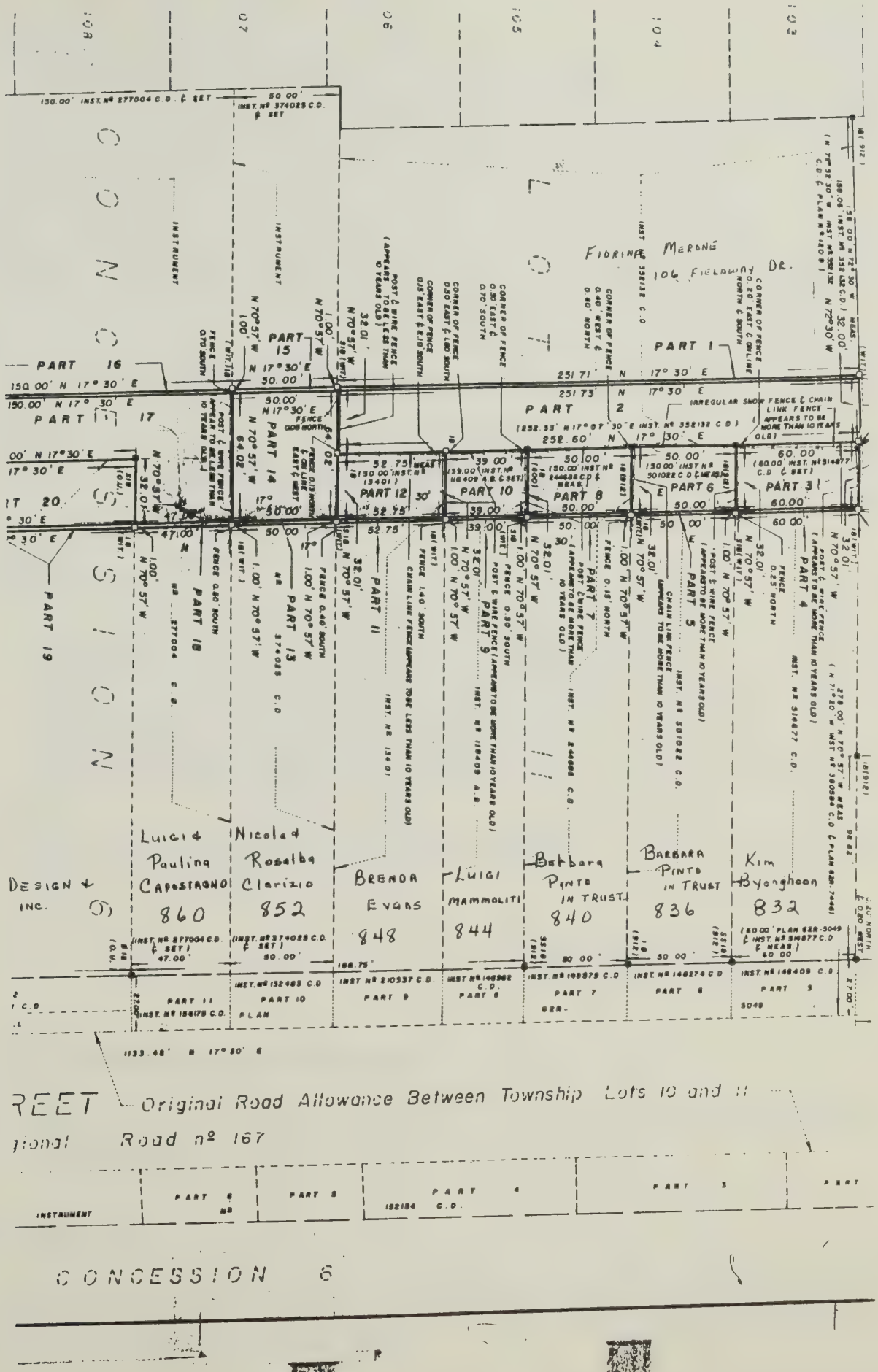
It is our hope that in the near future we can expect similar and favourable consideration from the City of Hamilton when we develop our properties.

Thank you

Sincerely,

Brian Pinto

Barbara Pinto


Fiorina Merone
106 Fieldway Dr.
Luigi & Paulina Capostagno 860
Nicola & Rosalba Clarizio 852
Brenda Evans 848
Luigi Mammoliti 844
Barbara Pinto in Trust 840
Barbara Pinto in Trust 836
Kim Byonghoon 832
Design + Inc.
Original Road Allowance Between Township Lots 10 and 11
Road nº 167
Concession 6

4C

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 June 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place from Byong Hoon Kim - Part of 832 Upper Wentworth Street**

RECOMMENDATION:

a) That an Option to Purchase Agreement executed by Byong Hoon Kim on May 21, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 832 Upper Wentworth Street, required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed. The subject property contains 1,980 square feet (183.94 square metres), more or less, shown as Parts 3 and 4 on Plan 62R-11054. Consideration in the amount of $1.00 has been paid to the owners and forms part of the purchase price.

b) That the purchase price of $2.00 be charged to Account Number CF 5698 528946015 (Miscellaneous Expenses - Fieldway Drive).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will recover all costs for this project, including land, consultant's fees, construction and overhead, through establishment of One Foot Reserves along the proposed roadway.

BACKGROUND:

On October 31, 1989, City Council approved Item 8 of the 17th Report of the Transport and Environment Committee authorizing the Property Department to acquire all lands required for the establishment of Fieldway Drive Extension from Fieldway Drive to Millwood Place.

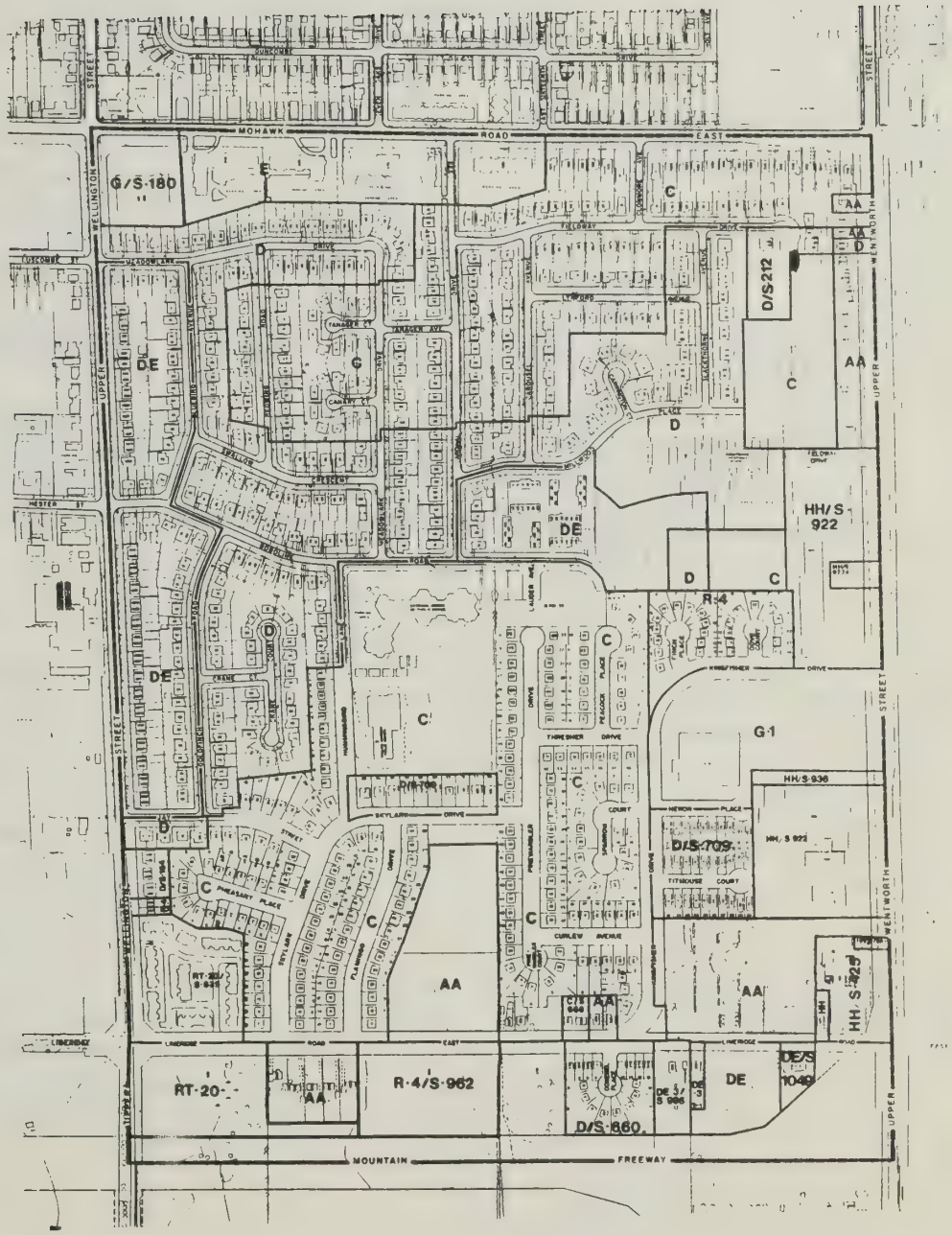
We were unable to negotiate a satisfactory settlement, and on April 8, 1991 a recommendation was forwarded to Committee and Council recommending expropriation which Council approved on April 30, 1991.

Subsequent to this, the owner has executed and returned the attached Option to Purchase for Committee and Council approval.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(36.1.26 - 4509)



7	66	18
66	16	130
82	33	118

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary

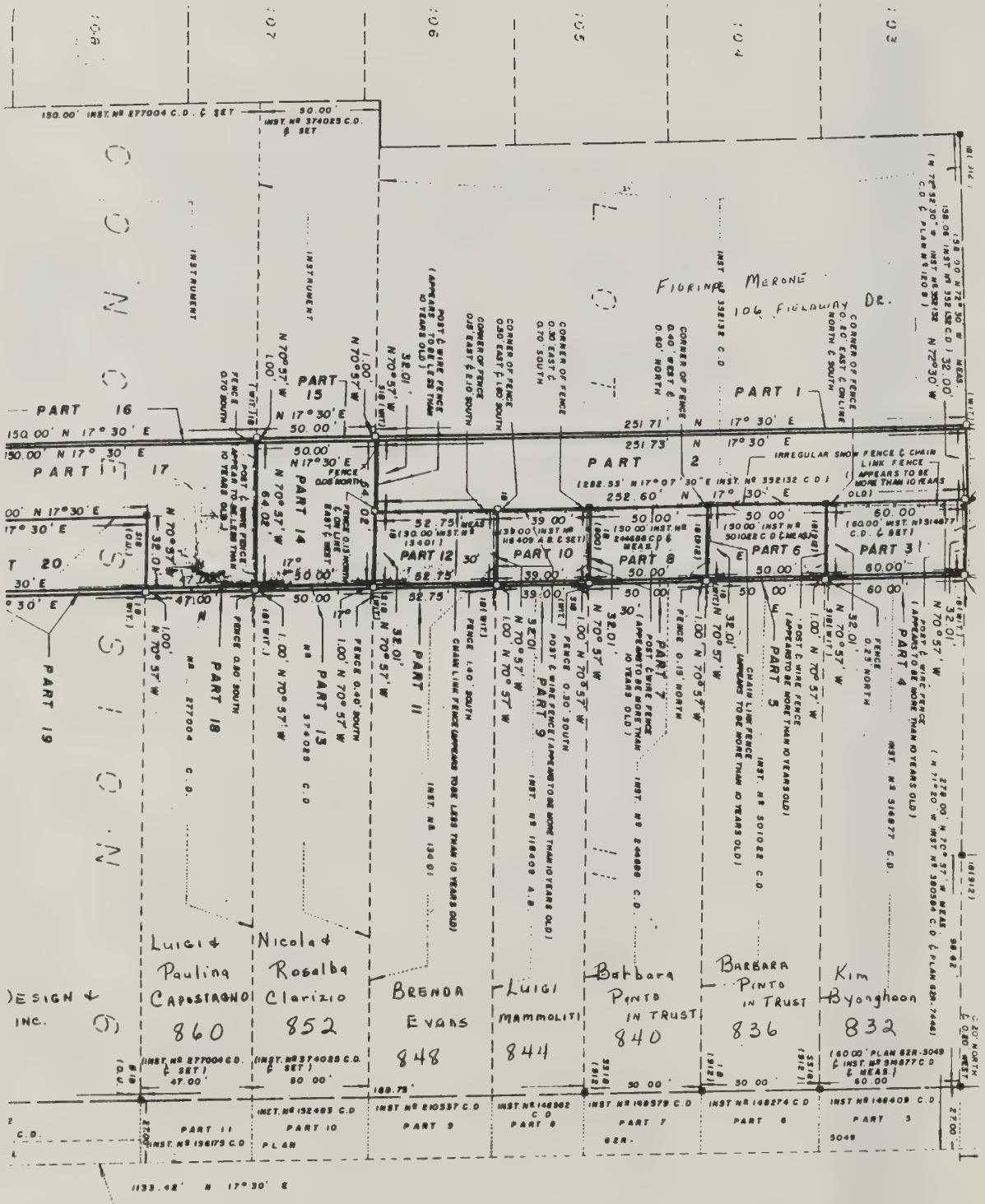
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

CITY OF HA
BRULEV
ZONI

SCALE 0 50m

7202

JUNE 1



Original Road Allowance Between Township Lots 10 and 11

Road nº 167

CONCESSION 6

4d

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 June 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the extension of Forbes Avenue in the Blossom Estates Subdivision from The Hamilton-Wentworth Roman Catholic Separate School Board**

RECOMMENDATION:

a) That an Option to Purchase executed by Reverend K. Kennedy and J. Ponikvar on behalf of The Hamilton-Wentworth Roman Catholic Separate School Board on May 2, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 965 West 5th Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved and completed. The subject parcel contains 20,169 square feet (0.463 acres) and is shown as Parts 1 and 2 on Plan 62R-10161. Consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

b) That the purchase price of $67,000.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

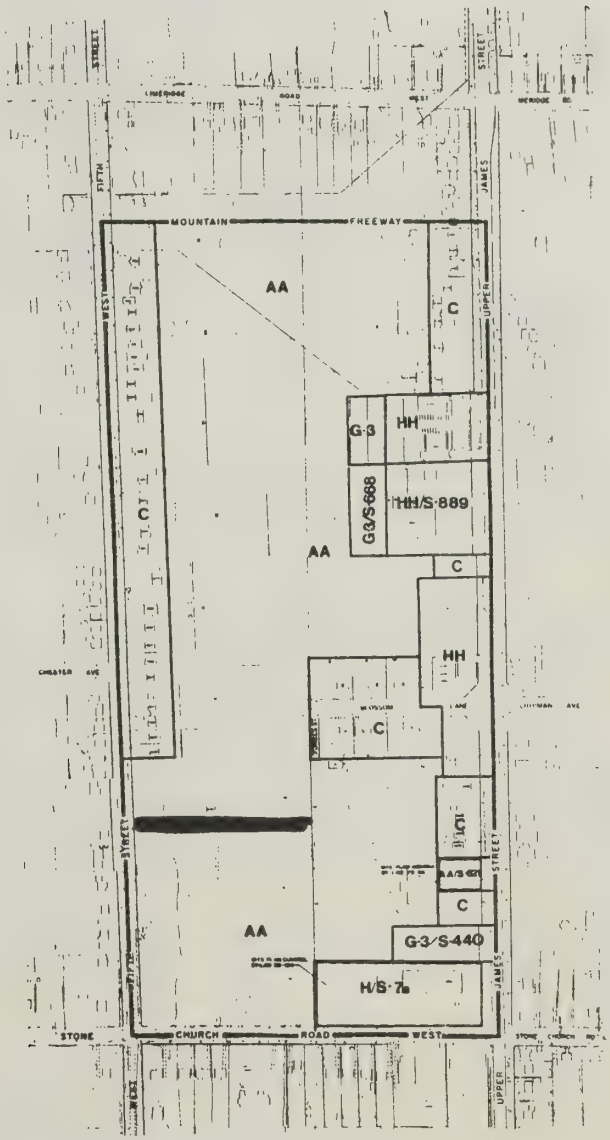
BACKGROUND:

On October 10, 1989, City Council approved Item 2 of the 16th Report of the Transport and Environment Committee directing the Property Department to acquire all lands required for the extension of Forbes Avenue in the Blossom Estates Subdivision. The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(34.25.1 - 4509)



116	137	56
53	66	62
121	101	110

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

KERNIGHAN

ZONING

Neighbourhood Boundary

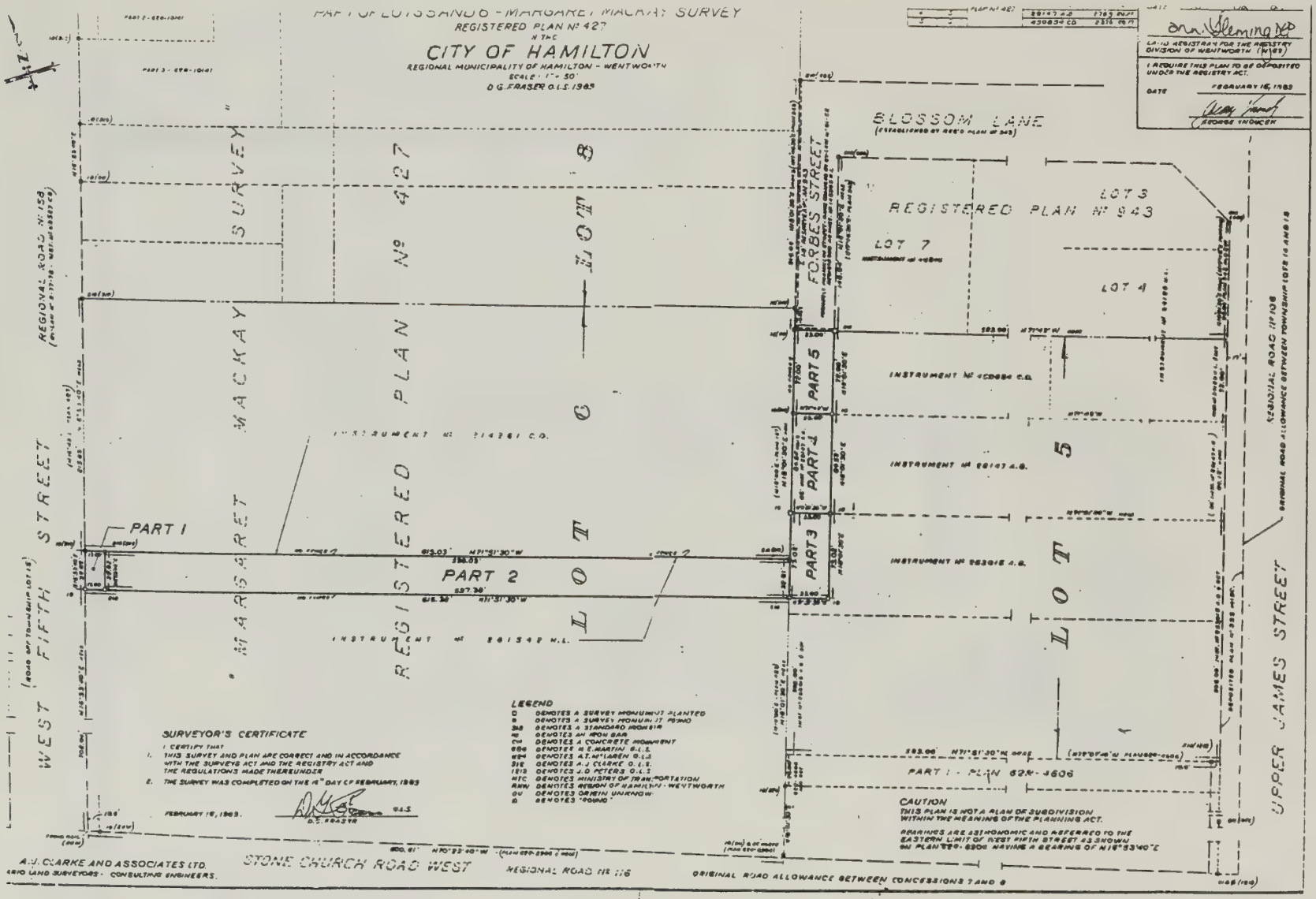
Zoning Boundary

SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING
UNIT NO
7611

JUNE 1986


PART OF LOTS 5 AND 6 - MARGARET MACKAY SURVEY
REGISTERED PLAN Nº 427
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
SCALE: 1" = 50'
D.G. FRASER O.L.S. 1983
REGISTERED PLAN Nº 427
MARGARET MACKAY SURVEY
LOT 6
LOT 5
BLOSSOM LANE
(ESTABLISHED BY RCE'S PLAN Nº 943)
FORBES STREET
REGISTERED PLAN Nº 943
LOT 3
LOT 7
LOT 4
PART 5
PART 4
PART 3
PART 1
PART 2
INSTRUMENT Nº 414261 C.D.
INSTRUMENT Nº 581542 H.L.
INSTRUMENT Nº 420684 C.D.
INSTRUMENT Nº 88147 A.B.
INSTRUMENT Nº 963016 A.B.
PART 1 - PLAN 62R-4606
WEST FIFTH STREET
(ROAD AT TOWNSHIP LOT 18)
REGIONAL ROAD Nº 158
UPPER JAMES STREET
REGIONAL ROAD Nº 108
ORIGINAL ROAD ALLOWANCE BETWEEN TOWNSHIP LOTS 18 AND 19
STONE CHURCH ROAD WEST
REGIONAL ROAD Nº 116
ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (N/83)
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT.
DATE FEBRUARY 16, 1983
GEORGE THOMSON
SURVEYOR'S CERTIFICATE
I CERTIFY THAT
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER
2. THE SURVEY WAS COMPLETED ON THE 16th DAY OF FEBRUARY, 1983
FEBRUARY 16, 1983.
D.G. FRASER O.L.S.
LEGEND
D DENOTES A SURVEY MONUMENT PLANTED
B DENOTES A SURVEY MONUMENT FOUND
SB DENOTES A STANDARD IRON BAR
IB DENOTES AN IRON BAR
CM DENOTES A CONCRETE MONUMENT
EEM DENOTES H.E. MARTIN O.L.S.
ATM DENOTES A.T. McLAREN O.L.S.
SIC DENOTES A.J. CLARKE O.L.S.
JP DENOTES J.D. PETERS O.L.S.
MTC DENOTES MINISTRY OF TRANSPORTATION
RMW DENOTES REGION OF HAMILTON - WENTWORTH
OU DENOTES ORIGIN UNKNOWN
O DENOTES "FOUND"
CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.
BEARINGS ARE ASTRONOMIC AND REFERRED TO THE EASTERN LIMIT OF WEST FIFTH STREET AS SHOWN ON PLAN 62R-6306 HAVING A BEARING OF N16°33'40"E
A.J. CLARKE AND ASSOCIATES LTD.
LAND SURVEYORS - CONSULTING ENGINEERS.

4e

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 June 5

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Expropriation of Part of 614 Stone Church Road East from Alan and Florrie McGuirl for Roadway Purposes**

RECOMMENDATION:

a) That part of the property at 614 Stone Church Road East, which was approved for acquisition by City Council on January 29, 1991 under the implementation of the Proposed Plan for Butler Neighbourhood, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

b) That the City Clerk be authorized and directed to:

   i) give Notice of the City's Application as Expropriating Authority, to all owners, registered owners and tenants (as defined in The Expropriation Act) to acquire part of the property at 614 Stone Church Road East, as shown in heavy outline on the attached plan, containing 655.76 square metres (7,058.77 square feet) for highway and municipal purposes.

   ii) advertise Notice of the City's Application in a newspaper as required by The Expropriations Act, and

   iii) sign and receive the said application for Approval to Expropriate.

c) That all costs related to the acquisition and expropriation be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital).

D.W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

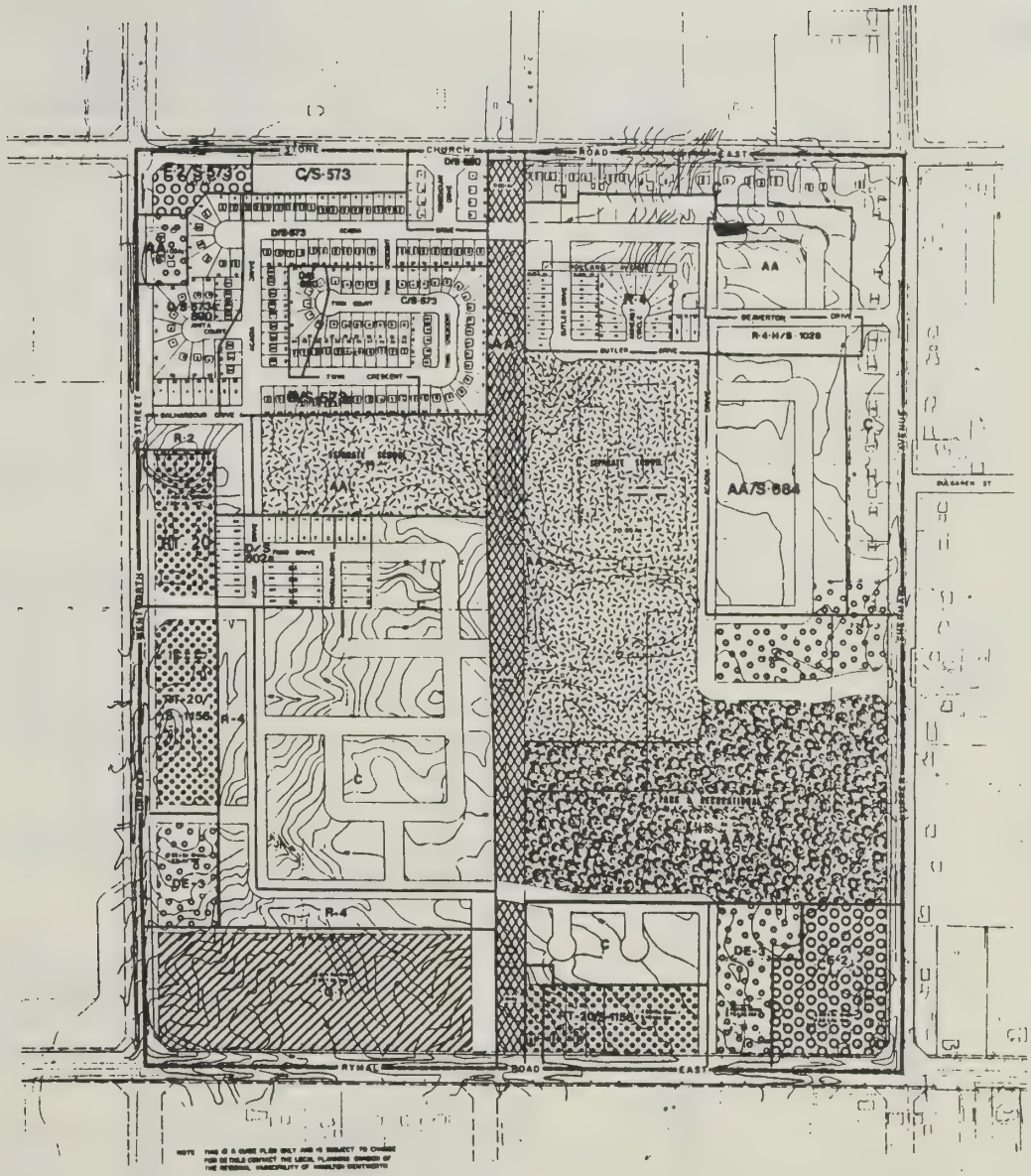
BACKGROUND:

On January 29, 1991, City Council approved Item 5 of the 2nd Report of the Transport and Environment Committee authorizing the purchase of Parts 16 and 17 on Plan 62R-11096 from Alan and Florrie McGuirl for roadway purposes. The developer has ascertained that additional lands are required for roadway purposes. This department has been unsuccessful in negotiating the acquisition of lands required for the roadway from Mr. & Mrs. McGuirl and are requesting expropriation of all the land required from them for roadway purposes, shown in heavy outline on the attached plan.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. K. Brenner

(91C-31 - 4509)



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1968) 389

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary
Zoning Boundary

Approvals

Planning Committee APRIL 28, 1970 Council JUNE 29, 1970

Latest Revision Date OCT. 31, 1980

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

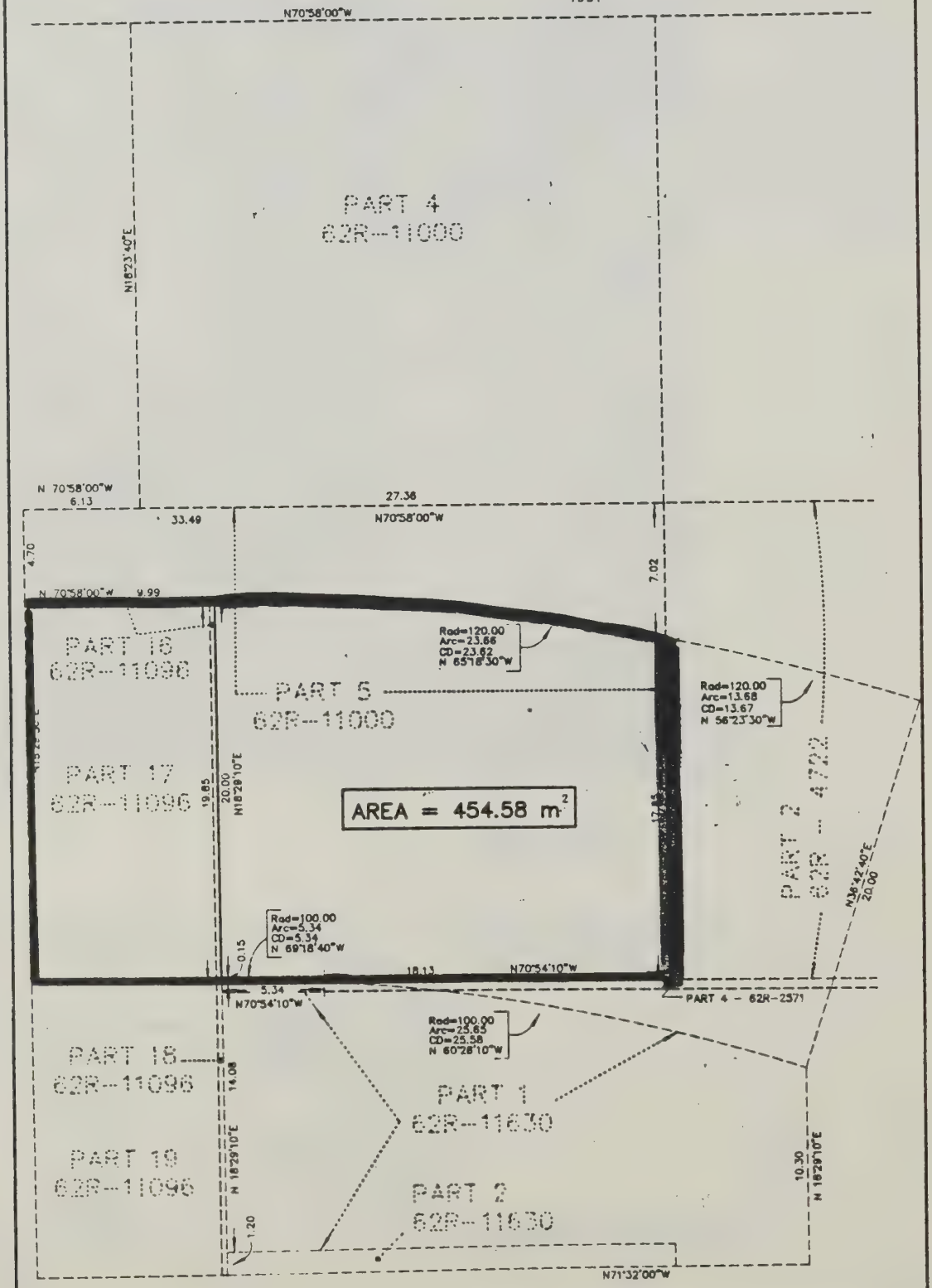
APPROVED PLAN

NORTH

SCALE

SKETCH OF
PART OF LOT 9 – CONCESSION 8
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON–WENTWORTH
SCALE 1 : 250
1991

STONE CHURCH ROAD EAST



A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS • CONSULTING ENGINEERS

H–19655

5a

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 June 12

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Mr. D. Turvey
Commissioner of Transportation/Environmental Services

SUBJECT: 1991 BUS SHELTER PROGRAM

RECOMMENDATION:

a) That the Transport and Environment Committee approve 36 proposed bus shelter locations in the City of Hamilton from the attached Table 1, of which 24 shelters are to be installed, subject to acquiring the applicable encroachment agreements.

b) That approval be given to remove one city tree, located on the north west corner of King Street East at Hughson Street, to facilitate shelter placement and that this tree be relocated if possible.

Don Turvey.

L.D. Turvey, P.Eng.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1991 Shelter Capital Budget account number 16045-032. Sufficient funds are available in this account to remove one city tree.

STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A total of 24 shelters with the highest warrant scores from the attached list of 36 locations will be installed in 1991. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 36 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1991.

continued ...

Drawings for all 36 proposed shelter locations have been circulated to various City and Regional departments for their review. Construction of the shelters will not begin until approval from these departments has been received.

From the attached Figure 1, please note that the proposed shelter located on the northwest corner of King Street East at Hughson Street will require that a city tree be removed. The tree affected is a relatively small tree with a trunk diameter of about 2 inches. If a suitable location can be found, this tree will be relocated. This is the only proposed location of the 36 that will require the relocation of a tree.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Bus Shelter Warrant Criteria:

1. Physical Aspects - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).

2. Passenger Usage - total number of daily boarding passengers at the bus stop.

3. Route Stability - indicates whether the route will be realigned within the next five years resulting in an unused shelter.

4. Passenger Waiting Time - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.

5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.

6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Every request for a bus shelter that was received was ranked on the above criteria and either included in the total number of shelters that could be installed, rejected or temporarily delayed for one of the following reasons:

A) Insufficient land to install a shelter;

B) Redevelopment in the surrounding area;

C) Delayed due to road reconstruction.

Items B and C will be carried over to the 1992 Shelter Program and be re-evaluated.

1991 On-hold and Rejected Shelter Requests:

A) Insufficient land to install shelter:

1. Barton St. E. at Nash Rd., south east corner
(Requested by: citizen)

2. Cannon St. E. at Rosslyn Ave., north east corner
(Requested by: citizen)

3. Hunter St. at Spring St., north east corner
(Requested by: citizen)

4. Mud St. opposite Upper Mount Albion Rd., north side
(Requested by: citizen)

5. Main St. W. at MacNab St. S., south west side
(Requested by: citizen)

B) On-hold due to review/redevelopment in the surrounding area:

1. Upper Gage Ave. at Royal Vista Dr., north west corner
(Requested by: citizen)
- adjacent land to be redeveloped in 1991

2. King St. E. at Greenhill Ave. / Owen Pl., north east corner
(Requested by: Councillor Agostino)
- proposed Route 5 DELAWARE routing changes

3. Upper Gage Avenue at Rymal Road., north west corner
(Requested by: citizen)
- adjacent land to be redeveloped in 1991

4. Nash Road at Barton Street East, north west corner
(Requested by: citizen)
- Route 4 BAYFRONT and Route 57 NASH routing changes

5. South leg of King St. E. between James & John, north side
(Requested by: citizens)
- the implementation of transit shelters in the Gore Park is on hold until a needs study has been completed by the Gore Park Review Team.

C) Road/Sidewalk Reconstruction:

1. Mud St. at Mount Albion Rd., north east corner
(Requested by: citizen)

LDT/DR

cc. R. Whynott, Regional Chairman
M. Carson, Chief Administrative Officer
G. Lawson, Commissioner of Finance

TABLE 1

1991 PROPOSED SHELTER LOCATIONS (sorted by warrant score)
CITY OF HAMILTON

29-MAY-1991

NO.	STOP #	LOCATION	CORNER	SHELTER TYPE	SCORE	REQUEST ORIGIN	ENCR. REQ'D
1	90805	King St. E. at James St.	N/E	VIC	92	Citizens	NO
2	90805	James St. N. opp. King William St.	W/Side	VIC	92	Citizens	NO
3	50310	Upper Sherman Ave. at Fennell Ave.	N/W	AD	84	Citizen	YES
4	90809	King St. E. bet. John & Hughson St.	N/Side	VIC	82	Citizens	NO
5	90807	King St. E. at Hughson St.	N/W	VIC	81	Citizens	NO
6	90803	King St. W. at James St. N.	N/W	VIC	81	Citizens	NO
7	71309	Nash Rd. at Barton St. E.	S/W	NAD	81	Citizen	YES
8	50425	Upper Gage Ave. at Throley Dr.	N/E	AD	79	Citizen	NO
9	72324	Barton St. E. at Barnsdale Ave.	S/W	CAN	79	Citizen	YES
10	50427	Upper Gage Ave. at Beryl St.	N/E	AD	79	Citizen	NO
11	50001	Upper James at Queensdale Ave.	S/E	NAD	78	Citizen	YES
12	51020	Fennell Ave. E. at Warren Ave.	S/W	NAD	78	Citizen	NO
13	50627	Upper Kenilworth Ave. at Limeridge Rd.	N/E	NAD	77	Citizen	YES
14	50417	Upper Gage Ave. at Pemberton Ave.	S/E	NAD	71	Mayor Morrow	*
15	61239	Fennell Ave. at Ent. to Mohawk College	N/E	AD	71	Citizen	YES
16	50307	Upper Sherman Ave. at Queensdale Ave. E.	S/E	NAD	69	Citizen	NO
17	72539	King St. E. at #2757 King St. E.	NS	AD	68	Citizen	NO
18	51448	Limeridge Rd. at Upper Kenilworth Ave.	S/W	NAD	67	Citizen	NO

LEGEND:

AD - Advertising Shelter
NAD - Non-Advertising Shelter
CAN - Canopy Shelter
VIC - Victorian Roof Advertising Shelter
* - Under Investigation
ENCR. REQ'D - Encroachment Required

TABLE 1 - con't

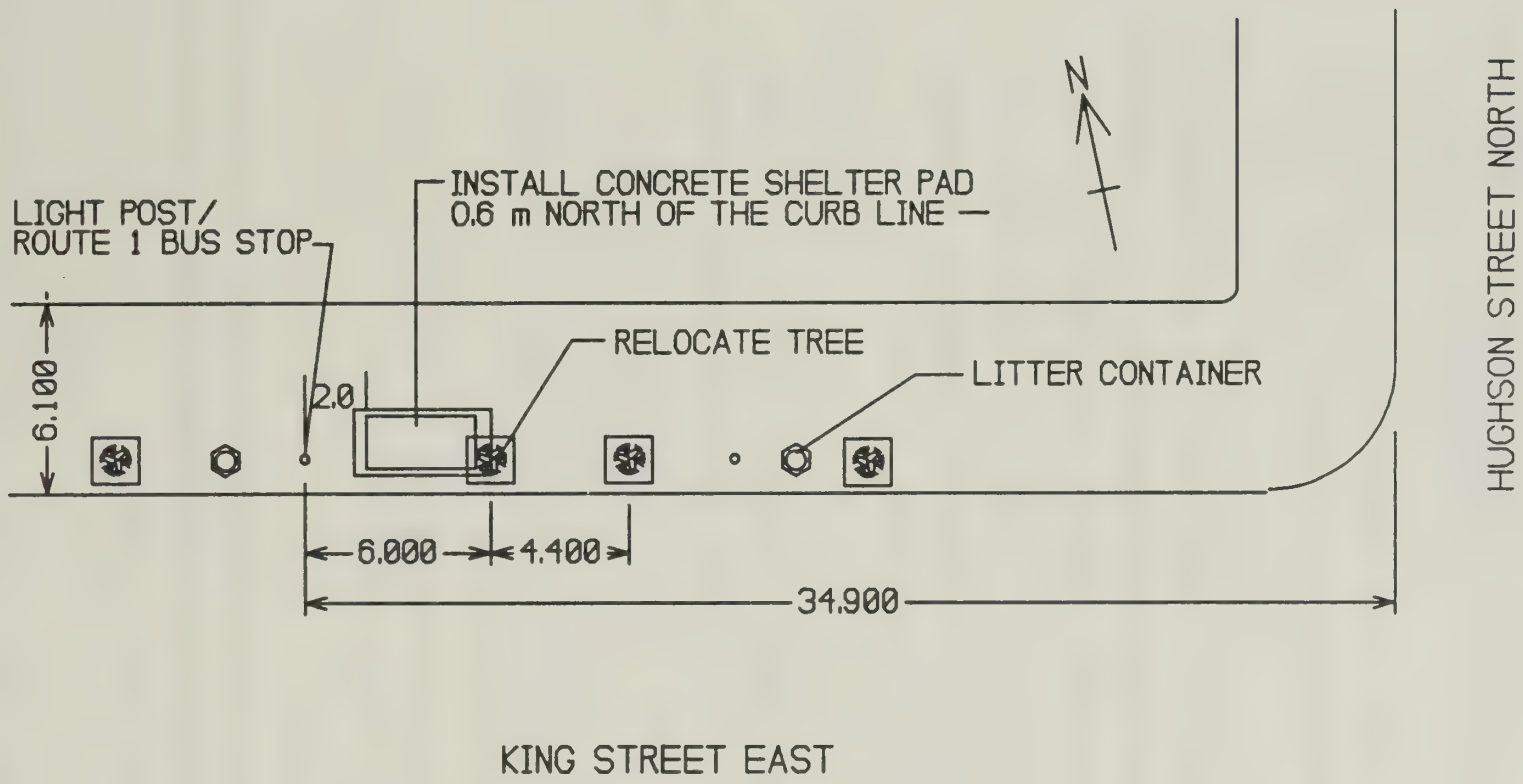
1991 PROPOSED SHELTER LOCATIONS (sorted by warrant score)
CITY OF HAMILTON

29-MAY-1991

NO.	STOP #	LOCATION	CORNER	SHELTER TYPE	SCORE	REQUEST ORIGIN	ENCR. REQ'D
19	70117	Hughson St. at Wilson St.	S/E	NAD	66	Citizen	YES
20	72139	Industrial Dr. at Ottawa St. N.	N/E	AD	64	Citizen	NO
21	71311	Nash Rd. N. Opp. Nugent Dr. (N. leg)	ES	AD	63	Citizen	NO
22	72713	Hunter St. at Walnut St.	N/W	NAD	61	Citizen	NO
23	71217	Barton St. E. at Waverly St.	N/Side	AD	61	Citizen	NO
24	50343	Upper Sherman Ave. at Stone Church Rd.	S/E	NAD	60	Councillor Gallagher	NO
25	50547	Upper Ottawa St. at Rymal Rd.	N/E	NAD	58	Citizen	*
26	71145	Mt. Albion Rd. opp. Glen Castle Dr.	ES	NAD	58	Councillor Agostino	YES
27	50145	Upper Wellington St. at Stone Church Rd.	S/E	NAD	57	Citizen	NO
28	72142	Burlington St. E. at Stapleton Ave.	S/W	NAD	56	Citizen	NO
29	35000	Ogilvie St. at Old Ancaster/ South St.	N/W	NAD	56	Citizen	NO
30	43011	Barton St. opp. Hale St. (Stoney Creek)	NS	NAD	56	Citizen	YES
31	50149	Upper Wellington St. opp. Como Pl.	ES	NAD	55	Citizen	NO
32	60333	Upper Paradise Rd. at Skyview Dr.	S/E	NAD	54	Citizen	NO
33	81003	Franklin Rd. at Longwood Rd.	N/W	NAD	53	Councillor Kiss	NO
34	81123	Emerson St. at Royal Ave.	S/E	NAD	51	Councillor Kiss	YES
35	72152	Burlington St. E. at Parkdale Ave.	S/W	NAD	49	Citizen	YES
36	80117	MacNab St. N. at York Blvd.	N/E	NAD	43	Citizen	NO

LEGEND:

AD - Advertising Shelter
NAD - Non-Advertising Shelter
CAN - Canopy Shelter
VIC - Victorian Roof Advertising Shelter
* - Under Investigation
ENCR. REQ'D - Encroachment Required



NOTE: ALL MEASUREMENTS ARE IN METRES

HAMILTON STREET RAILWAY TRANSPORTATION SERVICES - PLANNING & DESIGN 1991 SHELTER PROGRAM			
LOCATION: KING STREET EAST AT HUGHSON STREET NORTH, FARSIDE - NORTH WEST CORNER			
APRIL 22, 1991	91SHEL22	1:250	4

FIGURE 1

APPENDIX "A"

Source: Technical Manu
for Bus Stops
Shelters
H.S.R., Oct. 1

18.0 TRANSIT SHELTER REQUESTS

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown of the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

(a) Physical Aspects:
- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

(b) Passenger Usage:
- preference should be given to a well utilized stop

(c) Route Stability:
- if the route may be realigned within the next five years any stop location that could be affected should be avoided
- if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable

(d) Passenger Waiting Time:
- the greater the passenger waiting time between buses the better the location for a shelter
- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:
- as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:
- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

(a) Hamilton Hydro
(b) Stoney Creek Hydro
(c) Dundas Hydro
(d) Ancaster Hydro

FIGURE 19

ANNUAL BUS SHELTER PROGRAM

ANALYSIS & EVALUATION PROCESS

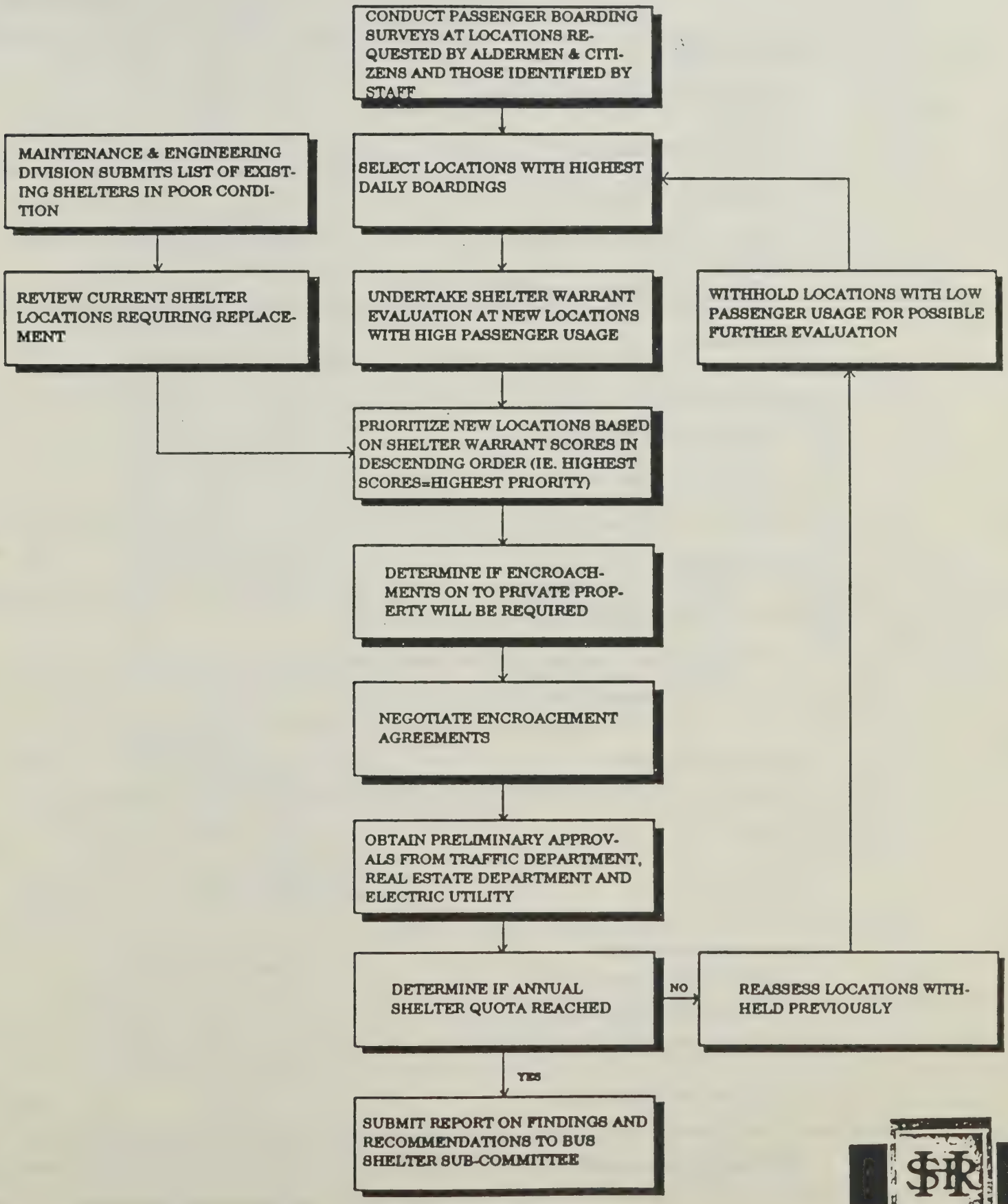


FIGURE 20
BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS

FACTOR	RELATIVE IMPORTANCE IN PERCENTAGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS		
EXPOSURE TO WEATHER CONDITIONS	15 %	
LIGHTING	5 %	
SIGHT DISTANCE OBSTACLE	5 %	
ALL PHYSICAL ASPECTS		25 %
B. PASSENGER USAGE		
NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE		25 %
C. ROUTE STABILITY		
ROUTE CHANGES IN NEXT 3 YEARS	5 %	
YEARS ROUTE UNCHANGED	5 %	
TOTAL STABILITY		10 %
D. PASSENGER WAITING TIME		
HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS)	5 %	
HALF OF HEADWAY - OFF PEAK HOUR	15 %	
TOTAL LENGTH OF WAIT		20 %
E. LAND USE	10 %	
TOTAL LAND USE		10 %
F. ADVERTISING EXPOSURE MINIMUM COMB* RATING: 7,000 RECORDED COMB RATING:_____ *COMB - CANADIAN OUTDOOR MEASUREMENT BOARD	10 %	
TOTAL ADVERTISING EXPOSURE		10 %
TOTAL (A TO F) ALL FACTORS		100 %

HAMILTON STREET RAILWAY
MARKETING & CUSTOMER SERVICES DIVISION
TRANSIT SHELTER WARRANT SHEET

SURVEY DATE: _____ COMPLETED BY: _____ STOP NO.: _____

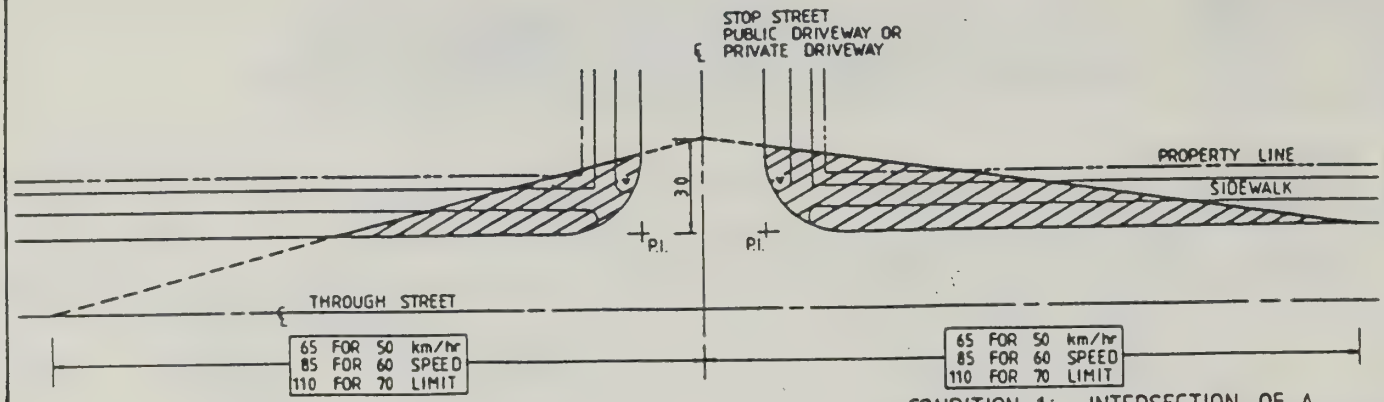
LOCATION: ON _____ SIDE; _____ AT _____

CORNER: _____ ROUTE(S): _____ DIRECT: _____ MUNIC.: _____

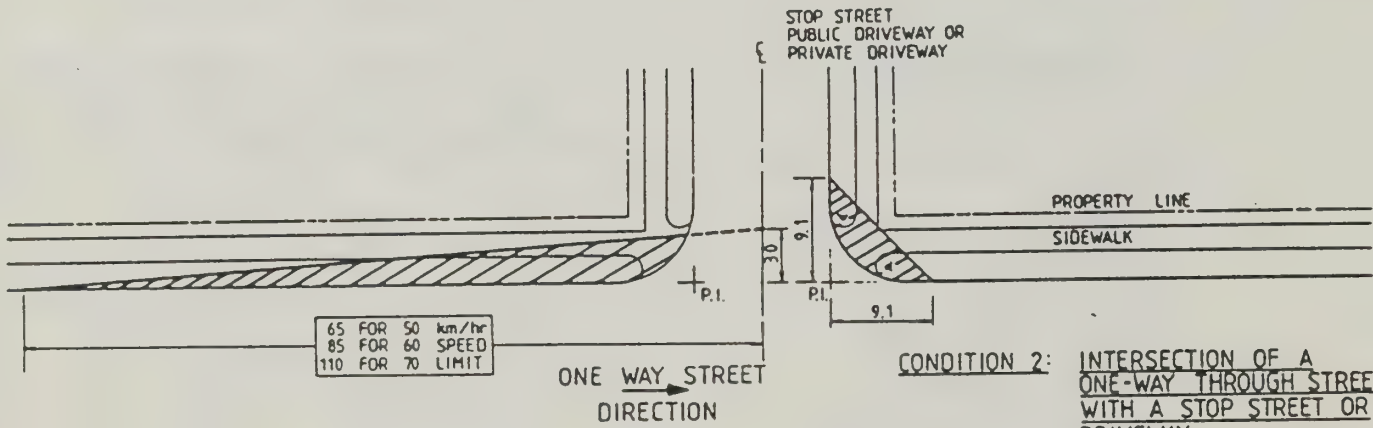
A.	PHYSICAL ASPECTS					
	EXPOSURE TO WEATHER	_____	FULL (15)	AVERAGE (10)	MINIMUM (5)	
	BUS STOP AREA LIGHTING	_____	GOOD (5)	POOR (0)		
	SIGHT DISTANCE OBSTACLE	_____	NO (5)	YES (0)		
B.	PASSENGER USAGE					
	NUMBER OF BOARDING _____ PASSENGERS PER DAY	_____	HIGH >100 (25)	HIGH/AVG 61-100 (20)	AVERAGE 41-60 (10)	LOW/AVG 21-40 (5) / LOW 0-20 (0)
C.	ROUTE STABILITY					
	ROUTE CHANGES IN NEXT 5 YEARS	_____	NO (5)	YES (0)		
	YEARS ROUTE UNCHANGED	_____	>20 (5)	20-5 (3)	<5 (0)	
D.	PASSENGER WAITING TIME		PEAK HOUR		OFF PEAK HOUR	
	HALF PEAK HOUR HEADWAY	_____	<2.0 (0) 2.1 - 4.0 (1) 4.1 - 6.0 (2)		<4.0 (0) 4.1 - 8.0 (3) 8.1 - 12.0 (6)	
	HALF OFF PEAK HOUR HEADWAY	_____	6.1 - 8.0 (3) 8.1 - 10.0 (4) 10.1> (5)		12.1 - 16.0 (9) 16.0 - 20.0 (12) 20.1> (15)	
E.	LAND USE IN NEIGHBOURHOOD	_____	UNDEVELOPED (0) INDUSTRIAL (5) RESID. SINGLE (7) RESID. MULTI (8) SCHOOL/CHURCH (8)		RETAIL (8) TRANSFER PT. (10) HOSPITAL (10) SENIORS HOME (10) PUBLIC BLDG. (10)	
F.	ADVERTISING EXPOSURE	_____	APPROACH SIDE GREATER THAN 7000 (10)		NON-APPROACH SIDE LESS THAN 7000 (0)	
	COMB* RATING - APPROACH SIDE - NON-APPROACH SIDE	 _____ _____				
	TOTAL A. TO F.	_____				
G.	EASE OF IMPLEMENTATION					
	ENCROACHMENT REQUIRED	_____				
	MAJOR SITE EXCAVATION REQUIRED	_____				
	CLEARANCES REQUIRED:					
	HBA BENCH REMOVAL REQUIRED:		YES	NO		
H.	OTHER CONSIDERATIONS					
I.	CONCRETE LANDING PAD REQUIRED		YES	NO		
			WIDTH:	LENGTH:		

* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD
HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED

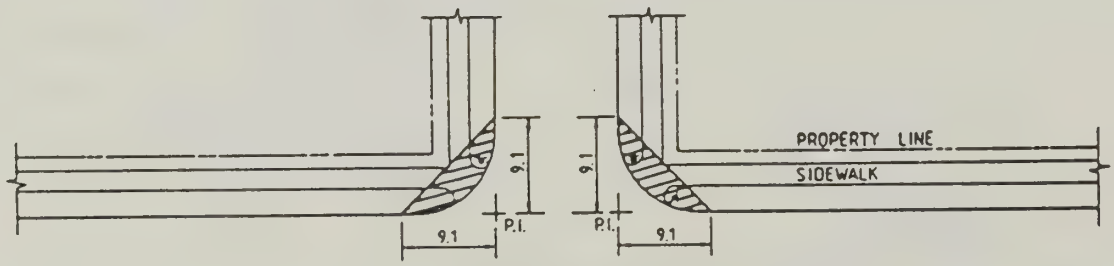
SITE INVESTIGATION DRAWING ON REVERSE



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 3: INTERSECTION OF TWO STOP STREETS

NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED

STOP SIGN

NO.	REVISION	DATE	BY	APPROVED
0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	L.H.	

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE : N.T.S.
	MANAGER OF OPERATIONS	FIGURE 22	DRAWN: L. HARVEY
	DIRECTOR OF TRAFFIC SERVICES 1987 Sept 10 YY MM DD	STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES	CHECKED:
	THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH		DATE: 1987 : 09 : 08
	DIRECTOR OF TRANSPORTATION PLANNING		
	COMMISSIONER OF TRANSPORTATION YY MM DD		

18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

(a) City of Hamilton
- Transport and Environment Committee
- City Council

(b) City of Stoney Creek
- Engineering Committee
- City Council

(c) Town of Dundas
- Planning and Development Committee
- Town Council

(d) Town of Ancaster
- Planning Department, Project Supervisor
- Town Council

Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.

FIGURE 23

ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS

CITY OF HAMILTON

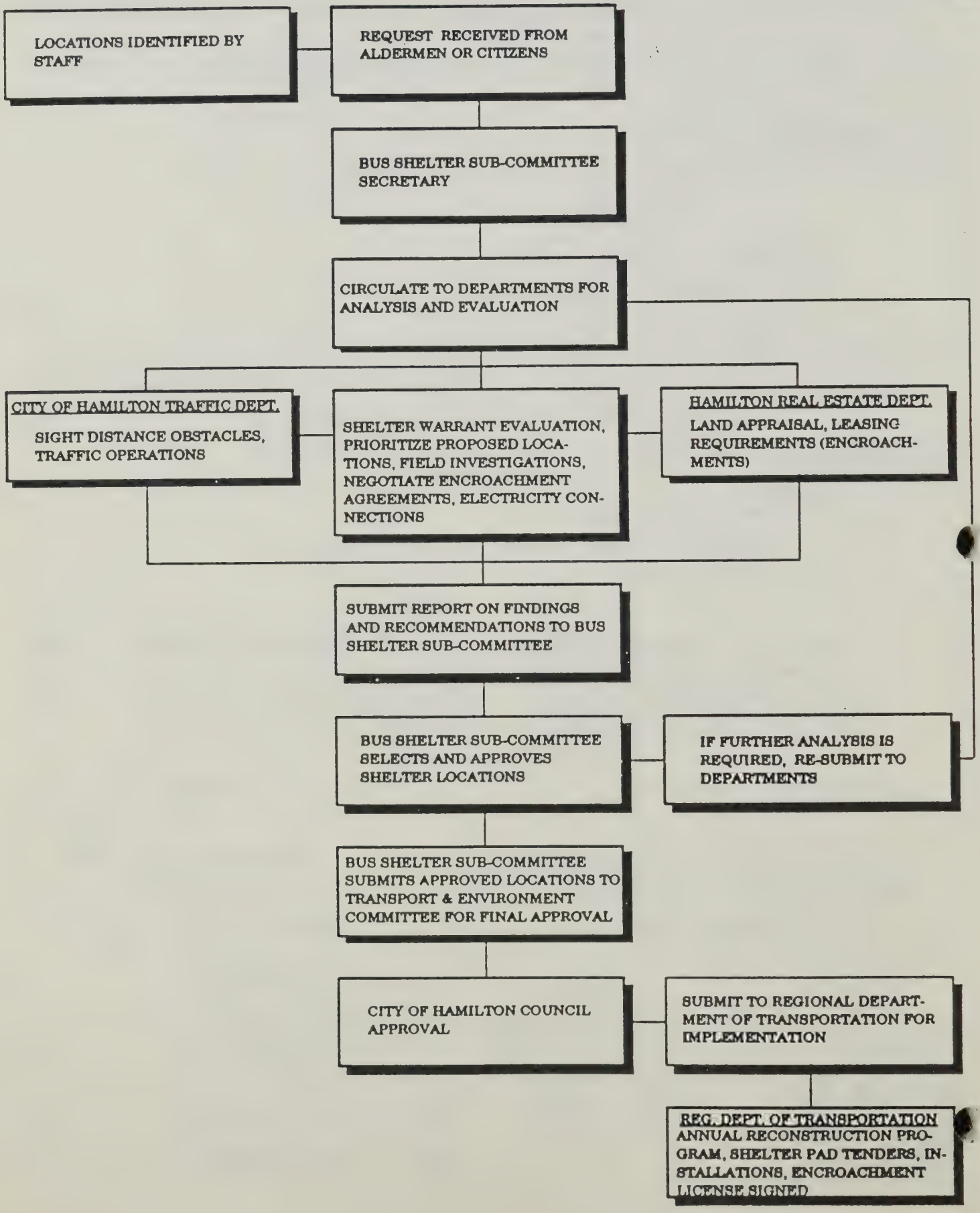
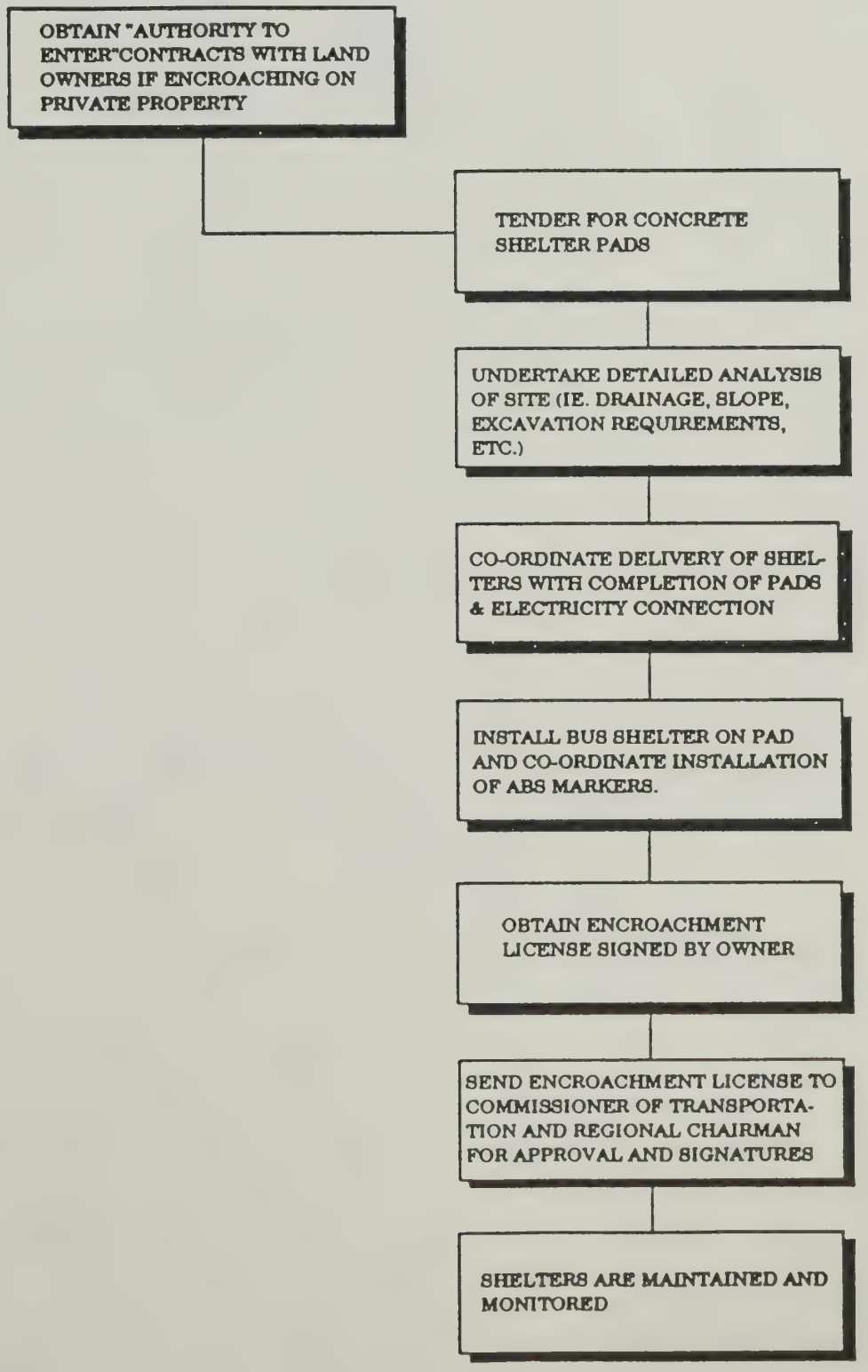


FIGURE 24
ANNUAL BUS SHELTER PROGRAM
IMPLEMENTATION PROCESS



5b

CITY OF HAMILTON

JUN 0 6 1991 **- RECOMMENDATION -**

DATE: 1991 May 15
T103-23(A)

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Temporary Street Closure
Milton Street between Myler and Princess

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services in authorizing:

The application of Arvin Air Systems to temporarily close Milton Street between Myler and Princess on Wednesday May 15, 1991 from 8:00 am to 4:00 pm, to install a rooftop air conditioning unit, subject to the following conditions:

a) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate) on the affected roadways at the expense of the applicant;

b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;

c) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

d) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this closure;

e) That no property owner or resident with the barricaded area be denied access to their property if requested; and,

Cont'd...

Temporary Street Closure
Milton Street between Myler and Princess

Cont'd...

f) That all property owners and tenants along the closed portion of the road be notified of the closure by the applicant at least two (2) days prior to the closure in a form acceptable to the Commissioner of Transportation/Environmental Services.

be approved.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from Mr. J. Muchtinski, agent on behalf of Arvin Air Systems (331 Glover Road, Stoney Creek, Ontario, L0R 1L0), to close Milton Street from Myler to Princess on Wednesday May 15, 1991 from 8:00 am to 4:00 pm.

The applicant has requested this closure as the size of the air conditioning unit requires that a crane be rented for installation purposes. The contractor has indicated that should an emergency situation occur, access for vehicles can be provided through the Westinghouse parking lot which has an entrance on Princess Street and Myler Street.

The City of Hamilton Traffic Department has been informed of the closure. They have indicated no objection to the temporary closure and will notify all appropriate emergency departments of the closure.

JKC:kk

cc: Staff Sgt. M. Heddle,
Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M. F. Main, Director of Traffic Services

5c

CITY OF HAMILTON

JUN 06 1991 - **RECOMMENDATION** -

DATE: 1991 May 1
T103-23(1)

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Temporary Street Closure and Temporary Closures for a Road Race on Sunday November 3, 1991

RECOMMENDATION:

That the application of the Hamilton Harriers (E. Hicken, RR#1, Canfield, Ontario N0A 1C0) to temporarily close Jackson Street East between James and Hughson on Sunday November 3, 1991 from 12:30 p.m. to 2:30 p.m. to hold a road race, be approved during the pleasure of City Council provided:

i) That the applicant receive a "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

ii) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

iii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

iv) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provisions for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

v) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

vi) That no property owner or resident with the barricaded area be denied access to their property upon request; and,

Cont'd .....

Temporary Street Closure and Temporary Closures for
a Road Race on Sunday November 3, 1991

Cont'd .....

vi) That all property owners and tenants along the closed portion of the route be notified of the running by the applicant at least four (4) weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

A request has been received from E. Hicken, agent on behalf of the Hamilton Harriers, to hold a road race on Sunday November 3, 1991 from 12:30 p.m. to 2:30 p.m.

The race route includes 2 lanes of Main Street from Caroline to James, 2 lanes of James Street from Main to Hunter, 1 lane of Hunter Street West from James to Caroline, Caroline from Hunter to Main, Main from Caroline to The Delta, King from The Delta to James and 2 lanes of James Street from King to Hunter. A report to Regional Council is not necessary due to the fact that there will be no complete closures on Regional roads.

A meeting was held in the Mayor's office to discuss this event. In attendance were the Mayor, Police Church Officials and the Event Organizer. It was agreed that the Church concerns of previous years would be addressed and the race would now commence at 12:30 p.m.

The race is an annual event in the City and has been drawing an elite international field of competitors for the past 3 years.

Cont'd .....

Temporary Street Closure and Temporary Closures for
a Road Race on Sunday November 3, 1991

Cont'd .....

The Regional Police Department has reviewed the route of the race and indicates that appropriate traffic control and detour routes can be provided for the race. There has not been any other departmental objection and the Downtown Churches Association has not responded to our circularization. Therefore, the Engineering Department recommends in favour of this event.

JKC:ja

cc: Staff Sgt. M. Heddle Regional Police Department
cc: J.G. Pavelka, Director of Public Works
cc: M.F. Main, Director of Traffic Services

5d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6
T103-23(4) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Temporary Street Closure: Sunset Street
Street Dance June 22, 1991

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Ms. Jude Johnson on behalf of the Sunset Avenue Neighbourhood Association (34 Sunset Avenue) to temporarily close Sunset Avenue between Dundurn Street North and Breadalbane Street to hold a neighbourhood street dance on Saturday, June 22, 1991, from 5:00 p.m. to 12:00 midnight, subject to the following conditions:

i) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

ii) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

iii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the street, at no cost to the City;

iv) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

Cont'd ....

Temporary Street Closure: Sunset Street
Street Dance June 22, 1991

Cont'd ....

v) That the applicant reimburse the Regional Police Department, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

vi) That no property owner or resident within the barricaded area will be denied access to their property upon request.

vii) That all property owners and tenants along the closed portion of the route be notified of the street dance by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Ms. Jude Johnson, agent on behalf of the Sunset Avenue Neighbourhood Association, to hold a street dance on Sunset Avenue on Saturday, June 22, 1991 from 5:00 p.m. to 12:00 midnight.

The applicant has provided us with a list of the affected area residents supporting the application. The Regional Police Department and the City of Hamilton Traffic Department have reviewed the request and indicate that proper detour routes will be provided for the event. As Council has approved similar requests in the past and no objections have been received by our department, we would recommend in favour of the application.

JKC:cad

cc: Staff Sgt. M. Heddle
Regional Police Department
cc: J. G. Pavelka, Director
Public Works Department
cc: M. F. Main, Director
Traffic Services

5e

CITY OF HAMILTON

JUN 06 1991 **- RECOMMENDATION -**

DATE: 1991 May 6
S715-15

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Storm Water Inlet - 10 Federal Street

RECOMMENDATION:

That the construction of a storm water inlet located on an easement at 10 Federal Street be charged to Account Number CH 52025-55318, Catch Basin Construction, and the Commissioner of Transportation/Environmental Services be directed to arrange for the construction of it at an estimated cost of $4,000.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds in Account Number CH 52025-55318, Catch Basin Construction, which was established for similar work to cover the cost of the inlet.

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd .....

Storm Water Inlet - 10 Federal Street

Cont'd .....

BACKGROUND:

The owner of 10 Federal Street, Mr. E. DiIorio, made a presentation to the Engineering Services Committee of the Region to have an existing private storm water inlet changed from a private facility to a public owned facility and at the same time have the chamber modified.

The existing facility was installed by the previous owners and has been in existence for some six (6) years.

The Regional Council agreed on April 16, 1991 to accept an easement from Mr. DiIorio for the facility and assume the future maintenance, subject to the City of Hamilton paying for the initial modifications to the inlet, a suggestion made by members of the Committee.

KAB:clo

5f

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6
819-112 R. P. Meiers

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Proposal to Widen Sanatorium Road at Garth Street to Provide a Left Turn Lane

RECOMMENDATION:

a) That the necessary By-law be prepared by the City Solicitor and the City Clerk be authorized and directed to advertise the By-law as required by Section 301 of the Municipal Act, outlining the City's intention to alter Sanatorium Road by providing a left turn lane at Garth Street.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to undertake these works once all the necessary approvals have been received.

c) That the abutting owners affected by the proposed widening be notified by mail or hand delivered notice of the proposal.

Ted Gra

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's 1991 Capital Budget has a provision for $1,004,000 for the reconstruction of the roadway and sidewalks on Sanatorium Road between Rice Avenue and Garth Street.

Cont'd ....

Proposal to Widen Sanatorium Road at Garth Street
to Provide a Left Turn Lane

Cont'd ....

BACKGROUND:

Sanatorium Road is a two-lane collector road. The intersection of Garth Street and Sanatorium Road is controlled by stop signs on Sanatorium Road with an overhead flashing red light for Sanatorium Road and a flashing amber light on Garth Street. Eastbound traffic on Sanatorium Road is limited to one lane for through, left turn and right turn movements. There is a bus stop located on the south side of Sanatorium Road, west of Garth Street.

Traffic signals are not recommended due to the short distance between Sanatorium Road and Mohawk Road which is presently signalized and the fact that Sanatorium Road probably would function more as an arterial road if signals were installed at Garth Street.

The provision of an exclusive left turn lane for eastbound traffic on Sanatorium Road wanting to travel northbound on Garth Street should improve the traffic operations at this intersection. A plan showing the proposal will be available at the meeting. No trees are affected by the proposed widening.

RPM:cad

5g

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 4, 1991

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the various streets as noted in Schedule 'A'.

Glover Road	Part 3, Plan 62R-10552
Ferguson Avenue	Part 3, Plan 62R-11682
Jackson Street	Part 2, Plan 62R-11682
Regina Drive	Parts 7,10 and 11, Plan 62R-9741
Delta Drive	Parts 1 & 3, Plan 62R-11789

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd ....

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Regina Drive	Parts of Lot 14, Con. 8 (formerly Barton Twp.) designated as Parts 7, 10 & 11, Plan 62R-9741	N/A	To allow the subdivider to complete the construction of the road easterly from Upper James to the western limit of proposed DiCenzo Drive	S610-03
Delta Drive	Parts of Lot 14, Con. 8 (formerly Barton Twp.) designated as Parts 1 and 3 on Plan 62R-11789	N/A	To allow the subdivider to complete the construction of the road easterly from Upper James to the western limit of proposed DiCenzo Drive.	S610-03
Ferguson Ave.	Part of Lot 8, R.P. 48, designated as Part 3 on Plan 62R-11682	N/A	To provide the final road width for Ferguson Avenue (east side), in that area and access to and from Part 1, 62R-11682 to Ferguson Avenue as established by Registered Plan 48.	S610-03
Jackson St. E.	Part of Lots 8,9 & 10 R.P. No. 48, designated as part 2 on Plan 62R-11682	N/A	To provide the final road width for Jackson Street (north side) in that area and access to and from Part 1, Plan 62R-11682 to Jackson Street as established by Registered Plan No. 48.	S610-03
Glover Road	Part of Lot 15, Con. 1 (formerly Glanford Twp.) designated as Part 3, on Plan 62R-10552	N/A	To provide the final width of Glover Road on the west side in that area.	S610-03

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 1 and 3, PLAN 62R-11789 INTO DELTA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Delta Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Delta Drive.

Part of Lot 14, Concession 8, in the geographic Township of Barton, designated as Parts 1 and 3, Plan 62R-11789.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 3, PLAN 62R-10552 INTO GLOVER ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Glover Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Glover Road.

Part of Parcel 15-2
Section Glan 1(c)

Part of Lot 15, Concession 1, in the geographic Township of Glanford, designated as Part 3, Plan 62R-10552

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 3, PLAN 62R-11682 INTO FERGUSON AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Ferguson Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Ferguson Avenue.

Part of Lot 8, Registered Plan No. 48, in the block bounded by Main Street, Spring Street, Ferguson Avenue, and Jackson Street, designated as Part 3, Plan 62R-11682.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 2, PLAN 62R-11682
INTO JACKSON STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Jackson Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Jackson Street.

Part of Lots 8, 9 and 10, Registered Plan No. 48, in the block bounded by Main Street, Spring Street, Ferguson Avenue, and Jackson Street, designated as Part 2, Plan 62R-11682.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 7,10 AND 11, PLAN 62R-9741
INTO REGINA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Regina Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Regina Drive.

Parts of Lot 14, Concession 8, in the geographic Township of Barton, designated as Parts 7,10 and 11, Plan 62R-9741.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

5h

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 7
S718-67 P. Strong

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: 1991 Servicing Expenditures Related to
Development Agreement Application No. DA-90-78

RECOMMENDATION:

a) That the submitted schedules for the estimated costs of services for DA-90-78, Hamilton, City's Share: $107,016.43, Developer's Share: $127,888.67 be adopted for inclusion in the Service Agreement with the owner.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Service Agreement between the City of Hamilton and the respective owner.

c) That the City of Hamilton be authorized to accept title to the road allowance (Future Granite Road - from Rymal Road East to approximately 148m south of Rymal Road East) and said road allowance to be opened by by-law.

d) That the City Solicitor be authorized and directed to prepare the by-law which is to be registered on title for the establishment of "Granite Road" as a public highway.

e) That the Mayor and City Clerk be authorized and directed to execute the by-law to establish "Granite Road" as a public highway.

f) That the City Solicitor make application to the Region for approval to establish Granite Road from approximately 148 metres south of Rymal Road East to Rymal Road East as a public highway pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act (Rymal Road East - Regional Road No. 153).

Cont'd ....

1991 Servicing Expenditures Related to
Development Agreement Application No. DA-90-78

Cont'd ....

g) That the Chairman of the Finance and Administration Committee for the City of Hamilton recommend funding for the City share of services.

Ted Gill
for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

City's share of services for this development total $107,016.43 and are non-recoverable in the future.

BACKGROUND:

The owner of Rymal Square Estates Subdivision, Mr. Arthur Weisze, wishes to proceed with the commercial development of lands within this approved draft plan of subdivision. The proposed commercial development is located at the north-east corner of Upper Wentworth Street and Rymal Road East in the Butler Neighbourhood, and the Planning and Development Committee has approved the site plan.

The City's share for services for this development is for two reasons: 1. This development abuts a "stub street" within the draft plan of subdivision. The proposed road is adjacent to lands not owned by the developer. Under the current policy, the City cost shares one half of the services under the "stub street" policy. Ontario Hydro is the adjacent land owner. 2. Since this "stub street" is a mid-block collector, the current City Policy is the City pays for the "oversizing" of services (i.e. extra width of roadway and extra deep strength asphalt road).

A Service Agreement with the owner and the City of Hamilton is required, for the installation of roads, curbs and walks along the mid-block collector and for sidewalk installation, to be paid for by the developer along Rymal Road and Upper Wentworth Street. All service matters are dealt with in the same manner as a City subdivision.

PS:cad

cc: J. Thompson, Secretary
Finance and Administration Committee
cc: E. C. Matthews, City Treasurer
cc: P. Noe Johnson, City Solicitor

5i

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 11
P. Strong/M. Inrig
S701-63/S702-44/S703-74/S705-30/S719-58

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

1991 Servicing Expenditures related to Subdivisions

RECOMMENDATION:

i) That item 15(a) (ii), (iii) of the Transport and Environment Committee Report 11-90, adopted by City Council on 1990, August 28 which refer to the approval of the engineering schedules for "ABBEY HILL FARM-PHASE 2 AND SOUTH HILL, HAMILTON", be deleted and,

ii) That the following submitted schedules, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

"ABBEY HILL FARM-PHASE 2", HAMILTON
City's Share $ 41,126.28, Subdivider's Share $ 127,661.96.

"BAR-BROCK ESTATES PHASE 3," HAMILTON
City's Share -NIL-, Subdivider's $340,107.01

"CRERAR PLACE", HAMILTON
City's Share $ 15,135.00, Subdivider's Share $ 99,750.00

"EDAN HEIGHTS - PHASE 1," HAMILTON
City's Share -NIL-, Subdivider's Share $ 96,317.17

"SOUTH HILL - PHASE 1", HAMILTON
City's Share $ 13,671.35, Subdivider's Share $ 300,871.07

Cont'd....

1991 Servicing Expenditures related to Subdivisions

Cont'd....

iii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

iv) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and subdivision agreements have been registered.

v) That in the event any Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

vi) That the City's Share of costs for services in these developments ($ 69,932.63) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

vii) That the Final Plan of Subdivision for "Abbey Hill Farm - Phase 2" not be released for registration until the Final Plan of Subdivision for "South Hill - Phase 1" has been registered.

viii) That additional funding in the amount of $5,150.00 for the City's share of Municipal Services on Upper Wellington Street under a Modified Subdivision Agreement for land severance application H-150-88 (Wellington Chase Inc.) be approved and that the Finance and Administration Committee recommend a source of funding.

Ted Gill

for **L.D. Turvey, P. Eng.**
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under present policies, the City of Hamilton shares costs of installing services within subdivisions. Cost sharing for the developments being approved are in accordance with standard City of Hamilton policies as shown on Schedule "A" attached.

Cont'd.....

1991 Servicing Expenditures related to Subdivisions

Cont'd....

"ABBEY HILL FARM - PHASE 2"

The total estimated cost of City's share of services for this development to be approved is **$ 41, 126.28.**

The City's share of costs is associated with City Park Lands along Krieghoff Drive and includes the cost of storm and sanitary sewers **($ 9,552.99)** for the portion of the park north of Westlawn Drive as well as watermains and above ground works **($ 31,573.29)** for the full frontage of the park along Krieghoff Drive and is non-recoverable in the future. The total estimated cost of the subdivider's share in this development is **$ 127,661.91**. (as noted on Schedule "A").

"CRERAR PLACE"

The total estimated cost of City's Share of services for this development to be approved is **$15,135.00**. A portion of the City's share of costs **($10,451.00)** is associated with a 0.30 m reserve along Crerar Drive, adjacent to Part 3, Plan 62R-10676 which the City has already recovered monies for above ground works, and lifted the 0.30 m reserve under Land Severance Application H-117 to 119-89. The remaining portion of the City's share **($ 4,684.00)** is for oversizing of Crerar Drive road and is non-recoverable. The total estimated cost of the Subdivider's share in this development is **$ 99,750.00**. (as noted on schedule "A").

"SOUTH HILL - PHASE 1"

The total estimated cost of City's share of services for this development to be approved is **$13,671.35**. The City's share of costs is associated with City Parklands adjacent to a storm and sanitary sewer easement for the portion of the park south of Westlawn Drive,and is non-recoverable. The easement will become Krieghoff Drive, upon registration of the Final Plan for Abbey Hill Farm - Phase 2,. The total estimated subdividers share in this development is $ **300,871.07**. (as noted in Schedule "A").

"WELLINGTON CHASE INC."(H-150-88), HAMILTON

The total estimated cost of the City's share of services to be approved at this time for Land Severance H-150-88 (Wellington Chase Inc.) is $5,150.00 and is non-recoverable.

Cont'd....

1991 Servicing Expenditures related to Subdivisions

Cont'd....

BACKGROUND:

"ABBEY HILL FARM - PHASE 2" AND SOUTH HILL - PHASE 1, HAMILTON

On 1990, January 25 and 1989, December 13, City Council recommended that subdivision agreements be entered into between the City and Owners of Abbey Hill Farm - Phase 2 and South Hill -Phase 1 Subdivisions respectively.

The development of "Abbey Hill Farm-Phase 2" will result in the creation of 18 single family residential lots. The development of South Hill - Phase 1 - will result in the creation of 43 single family residential lots. The estimated cost of above ground municipal services for each development has been calculated in accordance with present City policy and there will be cost sharing with the City for above ground and underground services adjacent to a future City Park on Krieghoff Drive.

City Council has previously approved engineering schedules for "Abbey Hill Farm - Phase 2" and South Hill subdivisions on 1990, August 28. The subdivision agreements were prepared by Engineering Staff and sent to the Owners in September of 1990 for execution, however they were never returned to the City.

Now, the Owner of South Hill wishes to develop the land in smaller phases and as more than a reasonable amount of time has passed since the subdivision agreements were sent out for execution, it is recommended that the engineering Schedules and Subdivision agreements be revised to reflect current policy for both developments.

The lands of "Abbey Hill Farm-Phase 2" and South Hill - Phase 1" are located south of Rymal Road West and West of Upper James Street in the Kennedy East Neighbourhood.

"BAR-BROCK ESTATES-PHASE 3", HAMILTON

On April 4, 1988 Regional Council approved item No. 3 of the 7-88 Report of Economic Development and Planning Committee for the draft plan of Queendale Garden homes Ltd., owner of this Development known as BAR-BROCK ESTATES-PHASE 3 and is located in the Eleanor neighbourhood. This development will create 32 Single Family Residential units. There is no City Share for this Development. (See Schedule "A" attached).

"CRERAR PLACE"

On 1991, February 26 City Council recommended that a Subdivision Agreement be entered

Cont'd.....

1991 Servicing Expenditures related to Subdivisions

Cont'd....

into between the owner of "Crerar Place" and the City of Hamilton. The development of "Crerar Place" will result in the creation of 12 single family residential lots. The estimated cost of above ground services has been calculated in accordance with present City of Hamilton policy and there will be cost sharing with the City for oversized roadways on Crerar Drive and 0.30 reserves on Crerar Drive, adjacent to Part 3 of Plan 62R-10676.

In this particular case, the City of Hamilton has already recovered monies for above ground works on Crerar Drive adjacent to Part 3 of Plan 62R-10676 under land severance application H-117 to 119-89. therefore the City's share in this development will not be recoverable in the future.

The lands of "Crerar Place" are located north of Stone Church Road East and West of Upper Wentworth Street in the Crerar Neighbourhood.

"EDAN HEIGHTS-PHASE 1", HAMILTON

On August 23rd, 1990 as authorized by By-Law No. R89-171, Mr. J.D. Thoms, Commissioner of Planning and Development approved the draft plan of Mr. D. Valeniti, owner of this development known as Edan Heights. Phase 1 of this Development will result in the creation of 20 single family lots. (See Schedule "A" attached). This development is located in the Butler Neighbourhood south of Beaverton Drive. There is no City share for this subdivision.

"WELLINGTON CHASE INC." (H-150-88), HAMILTON

Approval for the City's share of services in Land Severance H-150-88 have previously been granted by Council. However, due to extremes between the finished grades of the sidewalks and the adjacent private lands fronting a portion of Upper Wellington Street, additional servicing in the way of retaining walls, hand railings and tree and stump-removal have to be included. As a result, the actual construction costs will be higher than the original estimates and therefore additional monies are required to finance the City's share of costs. The actual design of the sidewalk and related facilities were considered and approved by the Transport and Environment Committee in 1990. The lands of Land Severance H-150-88 are located in the Barnstown Neighbourhood, south of Stone Church Road East and east of Upper Wellington Street.

cc: J. Thompson, Secretary, Finance and Administration Committee
cc: E.C. Matthews, city Treasury Department
cc: P. Noe Johnson, City Law Department

PS:ju

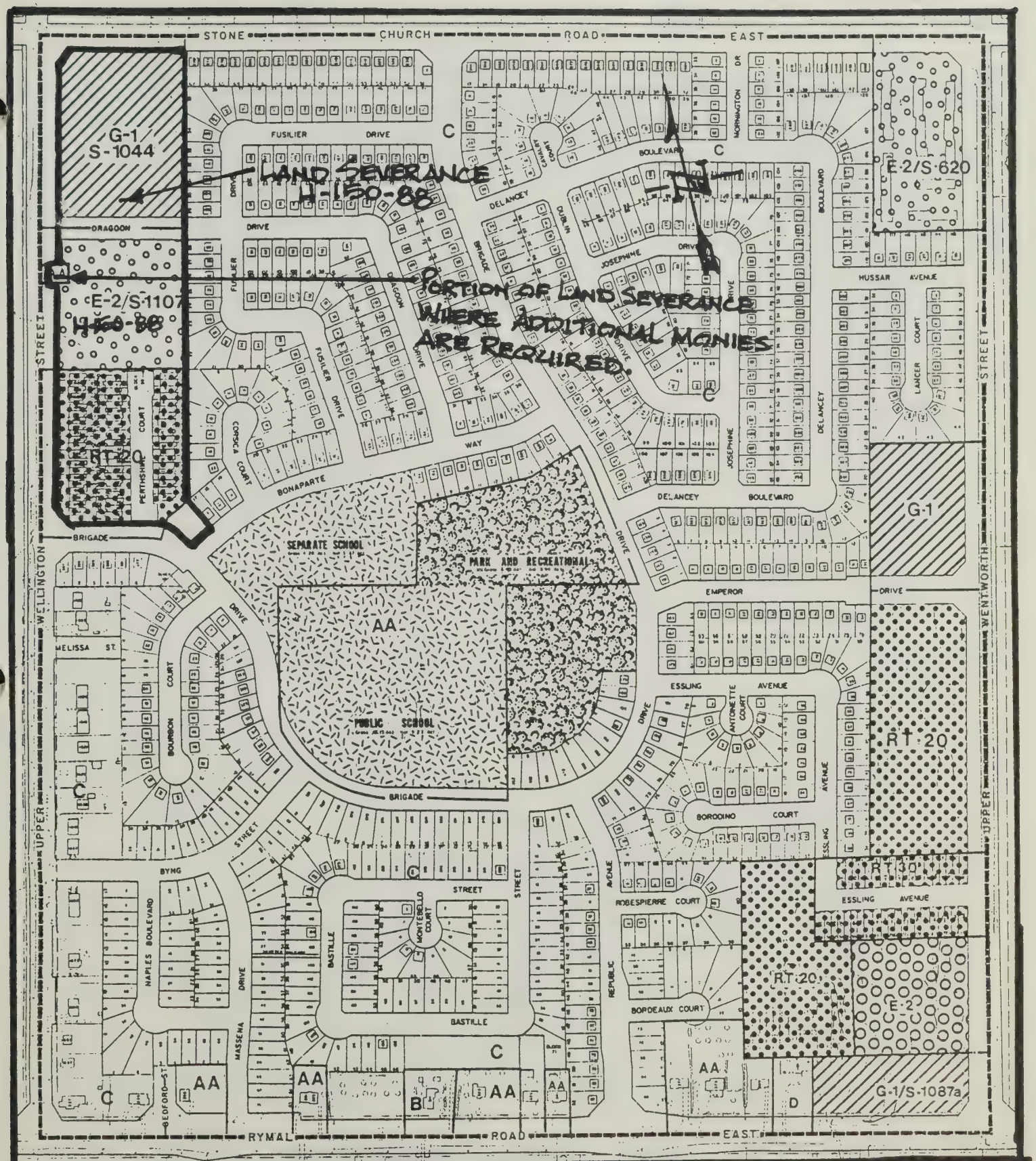
1991 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: Subdivision Developer Consultant Surveyor	# of Lots and Location	Subdivision Agreement Authorization	Description Of Works	0.3 Metre Reserve Costs	Non-recoverable & Oversized Costs	Total City's Share	Total Subdivider's Share	Total Servicing Costs
Abbey Hill Farm-Phase 2 Shedaco Holdings Ltd. Ashenhurst Nouwens Ltd. Geof Aldworth, O.L.S. (Dept. File S701-63)	18 Lots Hamilton	89-12-12 P&D 28-89 Item No. 10	Catch Basins & Connections	-NIL-	-NIL-			
			Curbs & Sidewalks	-NIL-	$ 6,311.81			
			Finished Roads	-NIL-	$13,096.60			
			Dead End Barricade	-NIL-	-NIL-			
			Street Lighting	-NIL-	$ 1,179.00			
			Storm & Sanitary Sewers	-NIL-	$ 9,552.99			
			Watermains	-NIL-	$ 5,534.02			
			Fencing	-NIL-	$ 4,352.29			
			Sodding	-NIL-	$ 1,099.56	$41,126.27	$127,661.96	$ 168,788.24
Bar-Brock Estates - PH. 3 Queendale Garden William L. Sears and Associates J. D. Peters, O.L.S. (Dept. File S702-44)	32 Lots Hamilton	88-03-29 P&D 6-88 Item 16(b)	Catch Basins & Connections	-NIL-	-NIL-	-NIL-		
			Curbs & Sidewalks	-NIL-	-NIL-	-NIL-		
			Finished Roads	-NIL-	-NIL-	-NIL-		
			Dead End Barricade	-NIL-	-NIL-	-NIL-		
			Street Lighting	-NIL-	-NIL-	-NIL-	$340,107.01	$ 340,107.01
Crerar Place Luciano Scornaienchi A. J. Clarke & Assoc. Ltd. A. J. Clarke, O.L.S. (Dept. File S703-74)	12 Lots Hamilton	91-02-26 P&D Report 3-91 Item No. 4	Catch Basins & Connections	$ 1,131.00	-NIL-			
			Curbs & Sidewalks	$ 3,157.00	-NIL-			
			Finished Roads	$ 5,770.00	$ 4,684.00			
			Dead End Barricade	-NIL-	-NIL-			
			Street Lighting	-NIL-				
			Sodding	$ 393.00		$15,135.00	$ 99,750.00	$ 114,885.00
Edan Heights - PH. 1 603976 Ontario Ltd. Urbex Engineering Ltd. A. J. Clarke, O.L.S. (Dept. File S705-30)	20 Lots Hamilton	90-08-23	Catch Basins & Connections	-NIL-	-NIL-	-NIL-		
			Curbs & Sidewalks	-NIL-	-NIL-	-NIL-		
			Finished Roads	-NIL-	-NIL-	-NIL-		
			Dead End Barricade	-NIL-	-NIL-	-NIL-		
			Street Lighting	-NIL-	-NIL-	-NIL-	$ 96,317.17	$ 96,317.17
South Hill - PH. 1 Wardpark Developments Ashenhurst Nouwens Ltd. Geoff Aldworth, O.L.S. (Dept. File S719-58)	43 Lots Hamilton	89-12-13 P&D Report 1-89 Item No. 7	Storm & Sanitary Sewers	-NIL-	$13,671.35			
			Catch Basins & Connections	-NIL-	-NIL-			
			Finished Roads	-NIL-	-NIL-			
			Dead End Barricade	-NIL-	-NIL-			
			Street Lighting	-NIL-	-NIL-	$13,671.35	$300,871.07	$ 314,488.42
Wellington Chase Inc. (H-150-88) J. Parente Urbex Engineering J. B. Nouwens, O.L.S. (Dept. File S726-84)	1 Block (Townhouses)	Severance Application H-150-88 88-09-13	Engineering Fees	-NIL-	$ 2,000.00			
			Tree Stump Removal	-NIL-	$ 738.33			
			Replacement Trees	-NIL-	$ 1,000.00			
			G.S.T. 7%		$ 1,411.67			
						$ 5,150.00	-NIL-	$ 5,150.00
TOTALS				$10,451.00	$64,631.62	$75,082.62	$964,707.21	$1,039,735.80

* Oversizing Expenditures are Non-Recoverable
* 0.3 Metre Reserve Expenditures are Fully Recoverable

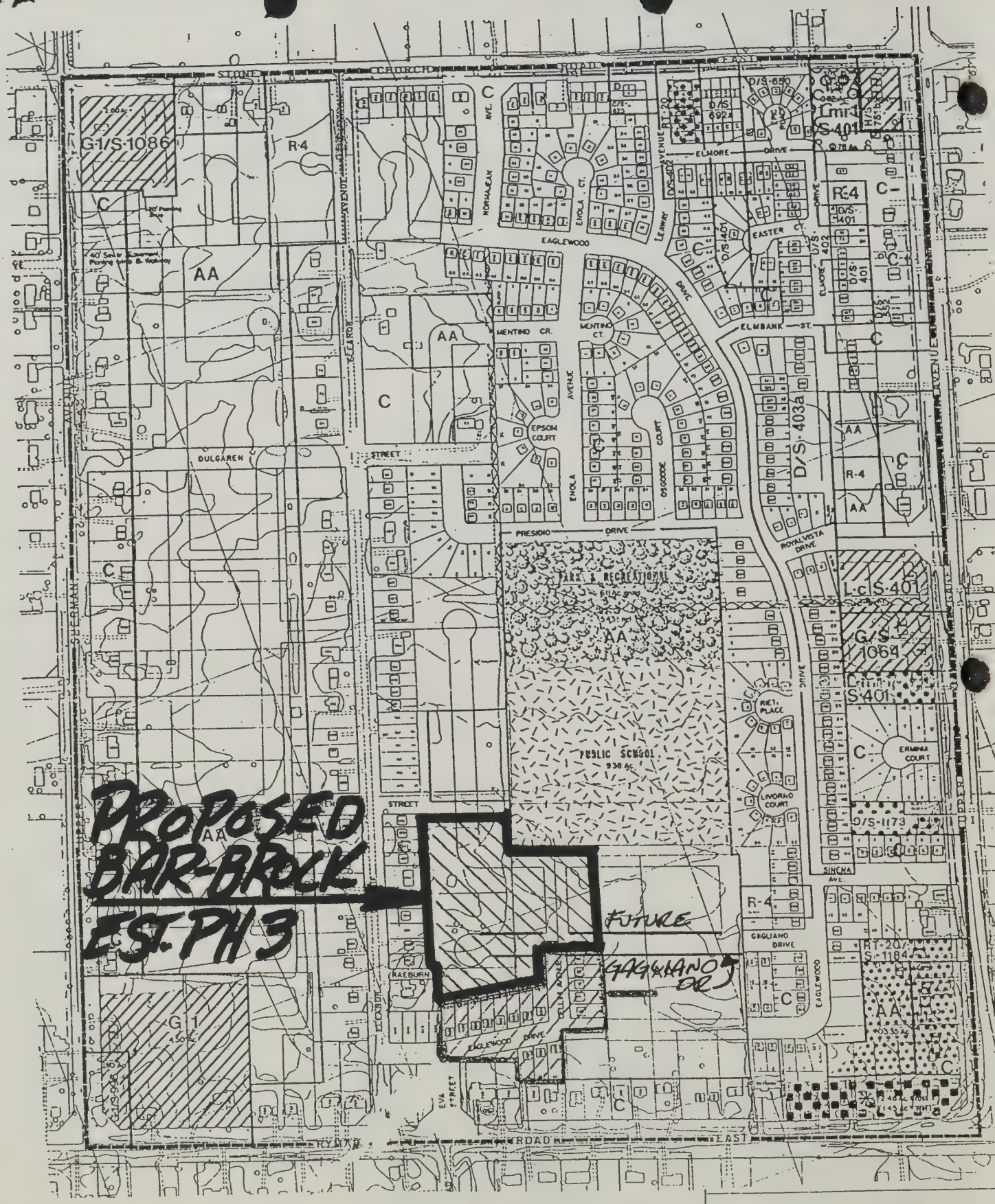
SCHEDULE "A"



KEY PLAN

N.T.S.

BARNSTOWN NEIGHBOURHOOD.



KEY PLAN-BAR-BROCK ESTATES-PHASE 3

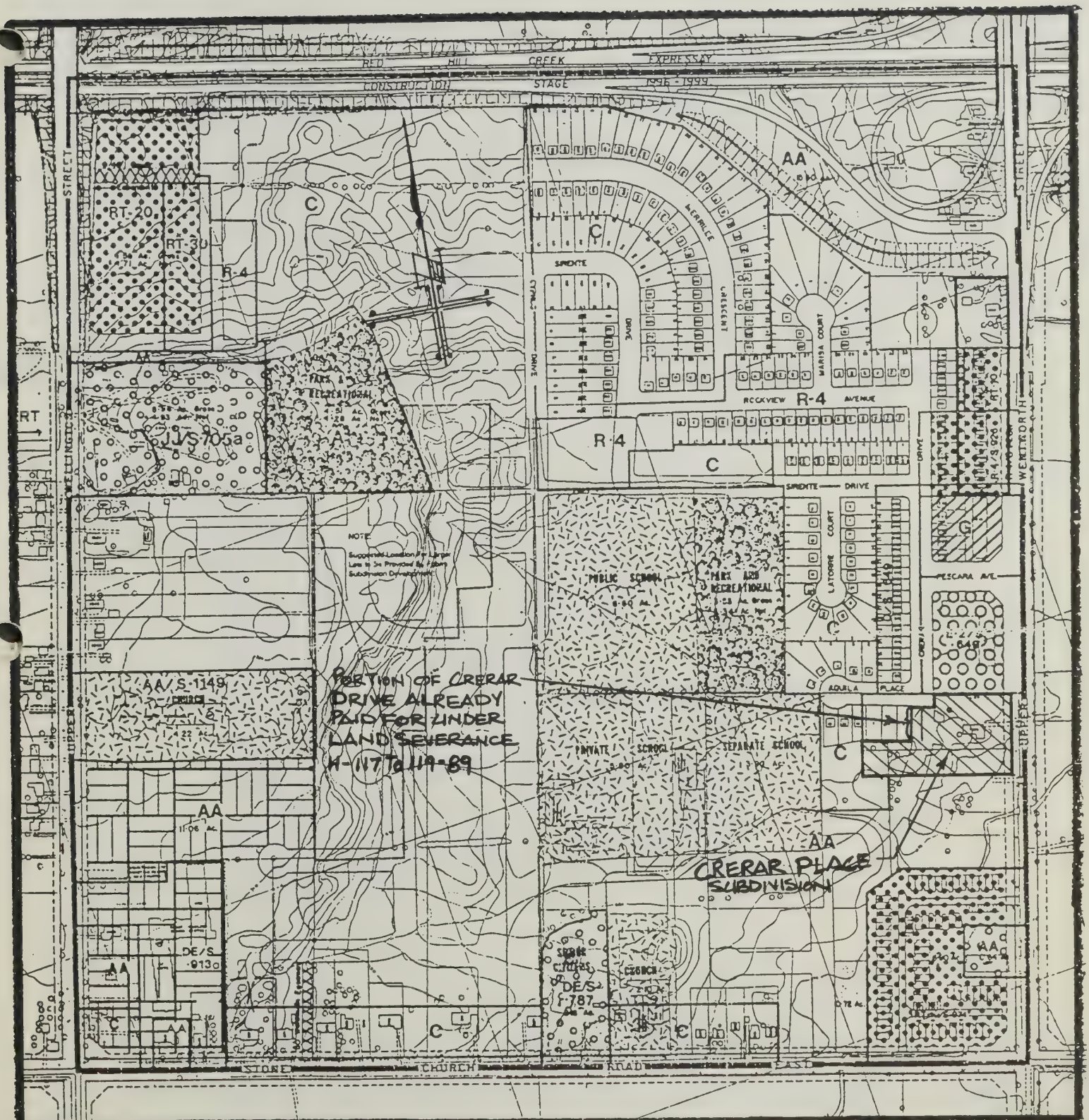
CITY OF HAMILTON
PLANNING DEPARTMENT

ELEANOR

APPROVED PLAN

NORTH

0 100 m

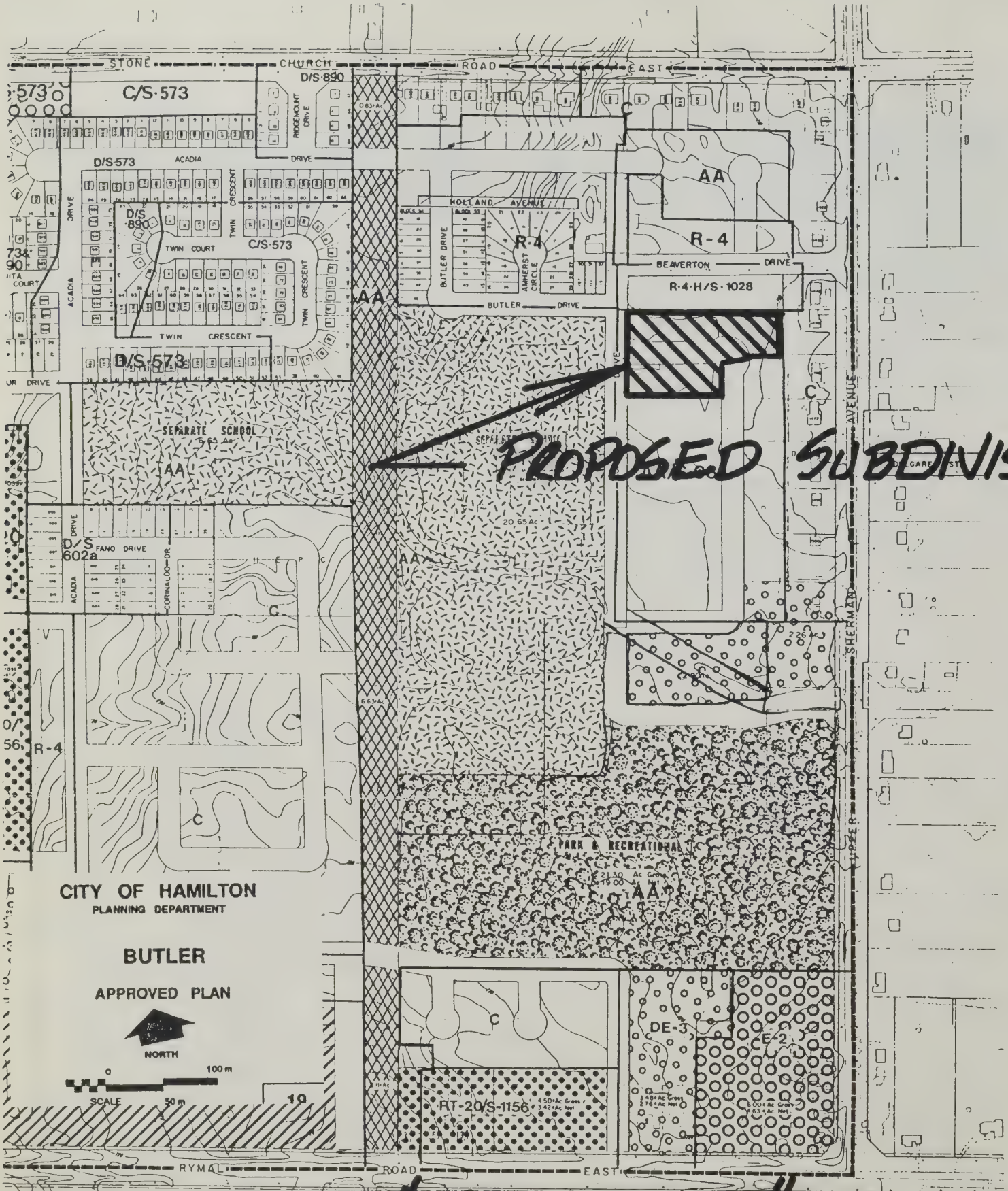


KEY PLAN

N.T.S.

CRERAR

APPROVED PLAN



"KEY PLAN"

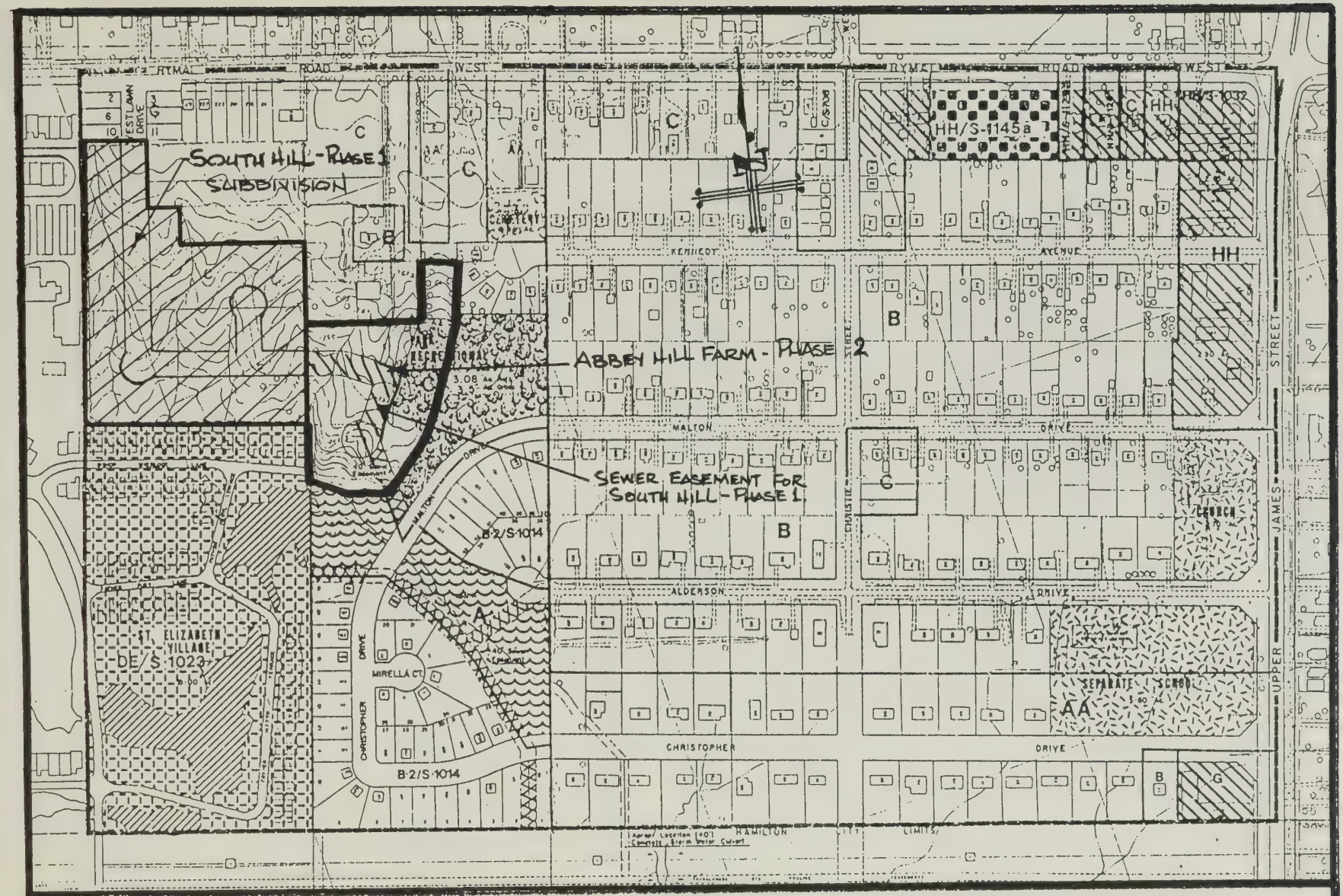
"EDAN HEIGHTS PH 1"

THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

JIDE PLAN only and is subject to
contact the local planning division

LAND USE

---- Neighbourhood Boundary



KEY PLAN

N.T.S.

KENNEDY EAST

APPROVED PLAN

5j

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5
T104-91 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT

1991-1994 High Pressure Sodium Conversion Programme

RECOMMENDATION:

a) That funding of $3,435,000 for the 1992 - 1994 portion of the High Pressure Sodium Conversion Programme be included in the 1992 - 1996 City of Hamilton's Capital Budget submission for consideration as follows:

YEAR	CAPITAL BUDGET EXPENDITURE
1992	1,200,000
1993	1,125,000
1994	1,110,000

b) That the Mayor, City Clerk and City Treasurer be authorized to execute an Agreement with Ontario Hydro for the undertaking of the High Pressure Sodium Conversion Programme.

Ted Gill

for L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

1991-1994 High Pressure Sodium Conversion Programme

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

The City's Capital Budget portion ($700,000) of the 1991 gross cost of $1,102,000 for the four year High Pressure Sodium Conversion Programme was approved by Hamilton City council on January 29, 1991. The gross cost of the project for the remaining three years is $4,580,000, of which $1,145,000 will be funded by Ontario Hydro and $3,435,000 will require City financing. From the $3,435,000, a savings of $1,395,000 will be realized in the street lighting energy charges and maintenance account in the Current Budget.

BACKGROUND

The present practise of Hamilton Hydro is to replace Mercury Vapour streetlight luminaries with more energy efficient High Pressure Sodium (HPS) units. Fixture conversion occurs when Mercury Vapour units are defective or when pole replacement is required due to Hydro or roadway work. It is estimated that total replacement due to aging would be necessary within a ten to twelve year period. HPS Luminaires provide more light (lumens per watt) than mercury vapour, ie. a 250W HPS lamp provides 60% more light on arterial roadways than the 450W mercury vapour luminaire it replaces. Not only is energy saved but maintenance is reduced as well.

A province-wide incentive programme, subsidized by Ontario Hydro, is available to accelerate the existing relamping provided the work is completed by December 1994. Through this programme Ontario Hydro funds 25% of the capital costs thereby enabling the municipality to realize an improved pay back period on their investment. It is estimated that the energy savings with HPS luminaries will reduce the City of Hamilton's Current Budget energy cost by 25% annually. The terms of the agreement stipulate that the work shall be undertaken in four separate yearly stages, and should the City withdraw from the Programme, all Ontario Hydro grant contributions on non-completed work will be repayable. City Council approved, as part of the 1991 Capital Budget, an expenditure of $700,000 for the initiation of the conversion programme. The estimated current budget maintenance and energy savings in 1991 alone amounts to $116,000.

Two options are presented for review which illustrate the City's share of the gross cost of the project:

<u>Option 1</u> Capital Budget Financing of the HPS Conversion Programme. The Current Budget savings are the reductions resulting from the luminaire conversion.

Cont'd....

1991-1994 High Pressure Sodium Conversion Programme

Cont'd...

Year	Gross Cost	Ontario Hydro Rebate	Current Budget Reductions Energy/Maintenance Savings	Capital Budget Expenditure
1992	$1,600,000	$ 400,000	$ 275,000	$1,200,000
1993	$1,500,000	$ 375,000	$ 470,000	$1,125,000
1994	$1,480,000	$ 370,000	$ 650,000	$1,110,000
	$4,580,000	$1,145,000	$1,395,000	$3,435,000

Option 2 Joint Financing from the Capital and Current Budgets for the HPS Conversion Programme.

Year	Gross Cost	Ontario Hydro Rebate	Current Budget Contribution Energy/Maintenance Savings	Capital Budget Expenditure
1992	$1,600,000	$ 400,000	$ 275,000	$ 925,000
1993	$1,500,000	$ 375,000	$ 470,000	$ 655,000
1994	$1,480,000	$ 370,000	$ 650,000	$ 460,000
	$4,580,000	$1,145,000	$1,395,000	$2,040,000

In receiving both options, one may consider that the total cost to the City is identical. Option 1 budgets all costs from the Capital fund, while Option 2 utilizes Capital in conjunction with "surplus" Current funds that will materialize as the conversions progress throughout the year. The total investment in both options is the same. However it is desireable to have 100% of the funding available at the start of each year rather than 75% in January and the remaining 25% dependant on the actual savings realized at a later date.

In conjunction with the Treasury Department, it is staff's recommendation that the total net cost to the City of Hamilton be included in the 1992-1994 Capital Budget as outlined in Option 1.

AKR LR:bm

cc: K.E. Avery
City Clerk
cc: E.C. Matthews
City Treasurer
cc: J.D. Thompson
Secretary of Finance and Administration Committee
cc: J. Pavelka
Director of Public Works

5k

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 7
800-91 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: 1991 City of Hamilton
Capital Reconstruction Programme

RECOMMENDATION:

a) That any excess funds, up to net $1,552,000 (gross $2,278,000 less subsidy $730,000) and appropriate financing, available upon awarding of all 1991 Reconstruction Programme Contracts, be transferred to the City of Hamilton's 1991 Capital General Contingency Fund as per Section 41(b)(ii) of the 1st Report of the Finance and Administration Committee adopted by Council on January 29, 1991;

b) That should funds become available, consideration be given to undertaking a Supplementary Road and Sidewalk Reconstruction Programme in 1991;

c) That the reconstruction of sidewalks on Main Street West between Gary Avenue and Hwy. #403, estimated at $309,000, be deleted from the 1991 Reconstruction Programme;

d) That the reconstruction of sidewalks on Longwood Road between Main Street West and Aberdeen Avenue, estimated at $56,000, be added to the 1991 Reconstruction Programme;

e) That the reconstruction of sidewalks on Upper Ottawa Street from Mountain Brow Boulevard to Fennell Avenue, estimated at $128,000, be added to the 1991 Reconstruction Programme, once the road project has been approved by the Region of Hamilton-Wentworth.

1991 City of Hamilton
Capital Reconstruction Programme

Cont'd...

f) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received.

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To enable the undertaking of the 1991 City of Hamilton Capital Reconstruction Programme in the amount of $9,400,000, $1,552,000 was financed from the City's 1991 Capital General Contingency Fund. It was intended that a Supplementary Reconstruction Programme not be undertaken this year, but rather any excess funds as a result of low contract prices be returned to the Contingency Fund.

At this time, it would appear that funds in excess of the $1,552,000 will be available, therefore a portion of the Supplementary Programme that was prepared, but not included in the Council approved reconstruction package, may be undertaken.

Additional funds totalling $309,000 are also available within the City's Capital Reconstruction Budget as the Region's scheduled road work on Main Street West between Gary Avenue and Hwy. 403 has been postponed. The $309,000 which was originally budgeted for sidewalk reconstruction on Main Street West will be re-allocated to sidewalk replacement on Longwood Road (a $56,000 expenditure) and possibly Upper Ottawa Street between Mountain Brow Boulevard and Fennell Avenue (a $128,000 expenditure). The Region received Provincial funding as part of the Anti-Recession Programme and is considering utilizing a portion of those funds for the reconstruction of Upper Ottawa Street; however, at this time, project scheduling has not been confirmed.

Cont'd...

1991 City of Hamilton
Capital Reconstruction Programme

Cont'd...

BACKGROUND:

The 1991 City of Hamilton Capital Reconstruction Programme was approved in the amount of $9,400,000. A condition of approval of the Budget was that any excess funds as a result of lower than estimated contract prices be returned to the City's Contingency Fund of which $1,552,000 was withdrawn as a contribution to the reconstruction budget. Although exact figures will not be available until the majority of contracts have been awarded by mid-summer, it would appear that an amount in excess of $1,552,000 will be available. Therefore, all money owed will be transferred back to the Contingency Fund. It is possible that a Supplementary Road and Sidewalk Reconstruction Programme could be undertaken dependent upon budget constraints. The Supplementary Programme which was prepared but not forwarded to Council is as follows:

Ashland Avenue - Tenth Avenue to Winchester Boulevard
Rodgers Road - King Street to Central Avenue
Barnesdale Avenue - Dunsmure Road to Main Street
Stirton Street - Wilson Street to Cannon Street.

At this point in time it has not been determined which roadway(s) would be reconstructed as the amount of money available will not be known until the end of July.

The Region of Hamilton-Wentworth had intended to reconstruct Main Street West between Gary Avenue and Hwy. 403 in 1991. Accordingly, the City had budgeted for sidewalk reconstruction within the same limits. However, due to property constraints, the Region has rescheduled the proposed works to 1992. A total of $309,000 was allocated for sidewalk replacement. Of these funds $56,000 should be allocated to sidewalk replacement on Longwood Road between Main Street West and Aberdeen Avenue, a portion of the project the Region is proceeding with.

Upper Ottawa Street was originally scheduled for Regional construction in 1992; however, money for 1991 projects recently received from the Province of Ontario's Anti-Recession Programme may accelerate the Upper Ottawa Street proposal. If this is approved by Regional Council, there will be $128,000 of sidewalk reconstruction which should be undertaken at the same time to reduce inconvenience to the abutting property owners. This could be funded from the savings in the Main Street West sidewalk project.

LR:cad

cc: K. E. Avery, City Clerk
cc: E. C. Matthews, City Treasurer
cc: P. Noe Johnson, City Solicitor
cc: J. D. Thompson, Secretary
Finance & Administration Committee

51

CITY OF HAMILTON

JUN 0 6 1991 **- RECOMMENDATION -**

DATE: 1991 May 28
T103-52 (103) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Discharge of Encroachment Agreement**
18-24 James Street South

RECOMMENDATION:

a) That the request of Royal Trust for discharge of an Encroachment Agreement for a concrete step, on the road allowance of MacNab Street South, registered as Instrument No. 272264 C.D., on August 1, 1973 be approved.

b) That the appropriate City signing officials be authorized to execute documents to the satisfaction of the City Solicitor, in relation to this discharge.

c) That the City Treasurer be notified of this action.

Ted Gill

for L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd .....

Discharge of Encroachment Agreement
18-24 James Street South

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

We have received a request from Mr. J. Craig, Solicitor, on behalf of the owner of the above-noted property, for a discharge on an existing agreement registered on title.

The agreement registered as Instrument No 272264 C.D. was concluded between the City of Hamilton and the abutting property owner on July 31, 1973. It permitted the occupant of the building to install and maintain a concrete step over the road allowance of MacNab Street South.

The building at the above mentioned address has been demolished and the solicitor involved in the sale has informed us that the property has changed hands. A site visit by staff confirms that the concrete step is no longer in place and the Treasury Department indicates there is no money owing for this Agreement. Therefore, the existing agreement may be discharged.

JKC:clo

cc: L. Sage. C.A.O.
cc: Mayor R. Morrow

5m

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 28
T103-52 (104) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Discharge of Encroachment Agreement**
58 Breadalbane Street

RECOMMENDATION:

a) That the request of Ms. C. Campling, solicitor on behalf of Mr. and Mrs. Motta, for a discharge of the encroachment agreement for a porch, registered as Instrument No. 101886 C.D. on July 4, 1978 be approved.

b) That the appropriate City signing officials be authorized to execute documents to the satisfaction of the City Solicitor, in relation to this discharge.

c) That the City Treasurer be notified of this action.

Ted Gill

for L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

Discharge of Encroachment Agreement
58 Breadalbane Street

Cont'd .....

BACKGROUND:

A request has been received from Ms. C. Campling, Solicitor on behalf of Mr. and Mrs. Motta, owners of 58 Breadalbane Street to discharge the Encroachment Agreement of a porch which encroaches upon the city road allowance of Breadalbane Street. This Agreement was approved by Council on June 27, 1978.

Mr. and Mrs. Motta wish to sever off a piece of this property and sell a portion to the Christian and Missionary Alliance Church. The applicant has previously written the City Law Department and was informed that the agreement could be discharged to allow for the sale of a portion of the property and a new agreement would be entered into for the remaining portion of the property. The applicant has submitted the required fees for the discharge and has provided the fees to enter into a new agreement. We would recommend in favour of this request and inform your Committee that a report for an encroachment agreement for the newly defined property will be submitted for approval. The City of Hamilton Treasury Department has indicated there is no money owing.

JKC:clo

cc: L. Sage, C.A.O.
cc: Mayor R. Morrow

5n

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6
T103-51 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Inadvertent Encroachment Agreement

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owner enter into and agreement satisfactory to the Law Department to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

c) That the first year fee and subsequent annual fee outlined in schedule "A" be set for these encroachments.

Ted Gill

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Inadvertent Encroachment Agreement

Cont'd

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

JKC:sed

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
1015 Barton St. E. Hamilton, Ont.	Doors swinging out onto the road allowance of Rosslyn Ave. by 2'6"	Ladislav Kratky Architects Inc. 11 Lavina Ave. Ste. 101, Toronto	$112.00/20.00	T103-50(923)
44 Erindale Ave. Hamilton, Ont.	Steps: set one encroaches Erindale Ave. by 0.53' set two encroaches same by 9.07' and Dundonald Ave. by 9.02'	Borkovich & Ingrassia 1 Main St. E. Hamilton, Ont.	$112.00/20.00	T103-50(920)

5o

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6
T103 03 283 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Alleyway Closure: Unassumed alleyway north of Strachan Street

RECOMMENDATION:

a) i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the first alleyway north of Strachan Street as shown as Part 4 on Registered Plan No.264.

ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv) That the Commissioner of Transportation/Environmental Services be authorized to register a reference plan under The Registry Act, to delineate the manner in which the closed portion is to be distributed.

v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd

Proposed Alleyway Closure: Unassumed alleyway north of Strachan Street

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the Region.

b) Provided the Judge's Order to close the highway is granted:

i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the Region.

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Engineering Department has initiated the request to close the subject alley as shown on the attached drawing.

The present alley system is in the block bounded by Strachan, Bay, MacNab and Simcoe Streets. The alleyway is abutted on all sides by lands of the City of Hamilton therefore circularization to area residents will not be required. The lands are required to allow for the construction of the Perimeter Industrial Road. City Council at it's meeting of August 31, 1982 approved the sale of this property to the Region and in order to effect this transfer it is necessary to legally close this alleyway.

JKC:ju
Encl.

c.c. R. Sabo, Law Department
Alderman V. Agro
Alderman Wm. McCulloch

5p

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 7
T103-37 J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Banner Display Application
Monday May 18, 1992 to Monday May 25, 1992

RECOMMENDATION:

That the application of J. W. Lewis, agent on behalf of the Corvette Association of Hamilton, (P.O. Box 3694, Station C, Hamilton L8H 7N1) to display a promotional banner across Main Street West in front of City Hall, from Monday, May 18, 1992 to Monday, May 25, 1992 be permitted, with the following message:

CORVETTE CHEVY SUNDAY
WATERDOWN MEMORIAL PARK
JUNE 8TH IN SUPPORT OF SPINA BIFIDA

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the application is approved, an installation fee of $215, plus 7% G.S.T., payable to the City of Hamilton, c/o Public Works Department, is required.

Cont'd...

Banner Display Application
Monday May 18, 1992 to Monday May 25, 1992

Cont'd...

BACKGROUND:

We have received an application from the Corvette Association of Hamilton requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions, as approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, will apply to this application. This application is being presented to your Committee because the Corvette Association has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:cad

cc: H. Reinhold, Public Works Dept.

6a

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 06

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Crossing Guards at Signalized Locations (TEC-74-91)

RECOMMENDATIONS:

a) That School Crossing Guard services at the twenty traffic signal locations in the City of Hamilton be terminated at the end of the 1990/1991 school year; and

b) That the Chairman of the Committee or his designee, the Chief Administrative Officer and the Director of Traffic Services be directed to meet with representatives from the Hamilton Board of Education, the Hamilton-Wentworth Roman Catholic Separate School Board, the Hamilton-Wentworth Regional Police (Traffic Division), the Hamilton Automobile Club, and the Wentworth County Board of Education to investigate the use of school patrols in Hamilton; and

c) That an attempt be made to reassign these 21 School Crossing Guards to other school crossing locations as openings become available, or to the Spare School Crossing Guard list.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of the twenty-one guards from the twenty signalized intersections in the City will result in an annualized savings of approximately $125,000.00.

BACKGROUND:

At the 1991 April 22 Committee meeting, the Committee directed the Traffic Department to again report on the use of School Crossing Guards at locations which are controlled by traffic signals. Presently, the School Crossing Guard Program employees twenty-one crossing guards at twenty signalized intersections throughout the Municipality. The value of combining these two forms of control at the same location is considered to be marginal at best, for the following reasons:

- There is an inherent conflict between the direction of the traffic signal and that of the School Crossing Guard. When the "walk" indication is displayed the guard does not permit children to cross until he/she has walked to the centre of the intersection, looked both ways for traffic, blown the whistle and motioned for children to cross. By this time, in some locations, the "walk" indication may have expired, and therefore children are encouraged to cross against the "don't walk" indication. This sometimes creates a built in conflict between the actions of pedestrians and motorists provided for by the traffic signal indication and the actions and instructions of the guard.

- The use of School Crossing Guards at any signalized location is inconsistent, since the guards are not there on a twenty-four hour basis, but only during part of the day. Therefore, children may cross an intersection with the assistance of a guard during certain hours and without the assistance of a guard at other times of the day.

- The use of a School Crossing Guard at a signalized location is inconsistent since this does not occur at most signalized intersections. Therefore, children may cross some intersections with the assistance of guards and others where no guards are in place.

- The use of School Crossing Guards at signalized locations is inconsistent, because only twenty locations have been selected for this duplication of service, and there are undoubtedly many more locations having heavier volumes of pedestrians and/or vehicles and much heavier conflict situations, where this measure is not in place.

- At a number of locations, there is absolutely no need for a guard to supplement the traffic signal. For example, at the St. Jerome School crossing on Limeridge Road, the traffic signal which is a mid-block location brings all of the vehicular traffic to a stop, and there is no conflict whatsoever between vehicular and pedestrian traffic. At intersections such as Main Street and East Avenue, or King Street and Strathcona Avenue, since these are one-way streets, the traffic signal brings all vehicular traffic to a complete stop, and the only possible conflict between pedestrians and vehicles involves the extremely low volume of right turn on red movements, which are either non-existent or negligible at these two locations.

- At the fifteen locations where the School Crossing Guard was added at a point in time where the traffic signal had been in place for sometime, the pedestrian collision rates before and after the addition of the guard are virtually identical, at 0.16 collisions per intersection per year before the School Crossing Guard was added and 0.18 collisions per intersection per year after the School Crossing Guard was added. Therefore, there is no evidence whatsoever that the School Crossing Guard makes the intersection safer. Further, of the seven reported collisions involving school children during school crossing hours with a guard at the traffic signal which have been reported over the past thirteen years, in at least two of the seven cases, the guard was clearly a factor in the collision due to inconsistent and incompatible directions being given to the motorist and or the pedestrian.

For these reasons, there is no technical support for the use of School Crossing Guards at traffic signal locations and it is recommended that the twenty-one guards at the twenty signalized intersections in the City (two guards at Quigley and Albright) be removed at the end of the 1990/1991 school year. The following is a list of the signalized locations at which it is recommended that the guard(s) be removed:

Garth Street and Garrow Drive
King Street and Owen Place
Garth Street and Stone Church Road
Main Street and East Avenue
Limeridge Road at St. Jerome School
Burlington Street and John Street
Kenilworth Avenue and Britannia Avenue
Mohawk Road and Rice Avenue
Mohawk Road and Upper Paradise Road
Beach Road and Ottawa Street
Queen Street and York Boulevard
Quigley Road and Albright Road
Barton Street and Nash Road
Central Avenue and Kenilworth Avenue
West 5th Street and South Bend Road
Fennell Avenue and East 5th Street
Aberdeen Avenue and Dundurn Street
King Street and Strathcona Avenue
Greenhill Avenue and Mount Albion Road
Main Street and Sherman Avenue

The termination of service at these locations will result in the elimination of twenty-one School Crossing Guard positions. Therefore, it is recommended that an attempt be made to reassign these guards to other locations as openings become available or to the Spare School Crossing Guard list.

Virtually all Municipalities across Canada and within the Region of Hamilton-Wentworth are presently utilizing student school patrollers. Presently, the practice of using student school patrollers is not being utilized in Hamilton. This means of control could be successfully utilized in Hamilton to assist school students to cross the road at locations where School Crossing Guards are not presently warranted or at locations where it would be inappropriate for a School Crossing Guard, such as at traffic signals.

The Regional Police Department has always supported the use of the school patrol system in Hamilton. The Hamilton Automobile Club not only supports the program in Hamilton-Wentworth, but makes significant financial contributions to the program within the Region. The Wentworth County Board of Education utilizes school patrols and their staff endorses their use. Therefore, it is recommended that the Chairman of the Committee or his designee, the Chief Administrative Officer and the Director of Traffic Services be directed to meet with representatives of the Hamilton Board of Education, the Hamilton-Wentworth Roman Catholic Separate School Board, the Wentworth County Board of Education, the Hamilton-Wentworth Regional Police Department, and the Hamilton Automobile Club to investigate the use of this means of control at locations within the City.

6b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Crossing Guard Locations Eliminated in the 1991 Budget Packages. (TEC-106-91)

RECOMMENDATIONS:

a) That the School Crossing Guard at Inverness Avenue and Elcho Street be retained for the duration of the construction on the Jolley Cut, and until such time as further studies can be conducted under normal traffic conditions; and

b) That three-way stop control be implemented at the intersection of the west leg of Weir Street and Vansitmart Avenue; and

c) That no action be taken on the requests to re-instate School Crossing Guard Services at Britannia Avenue and MacLaren Avenue, Weir Street and Vansitmart Avenue and Emerson Street and Sussex Street; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of operating a School Crossing Guard at any location in the City is approximately $5,800.00 per year. The Traffic Department budget was reduced accordingly during the budgetary process and therefore, no funds are available to continue these services.

BACKGROUND:

At the budget meeting of 1991 March 21, City Council approved reductions in service in the School Crossing Guard Program. Subsequently, Committee and Council approved Traffic Department Report TEC-55-91 recommending that the use of School Crossing

Guards be discontinued at eight intersections and that the guards be removed from the lunch time crossing periods at another five locations, and that the Summer Guard Program be eliminated. The Traffic Department has subsequently received requests from the Ward Aldermen for the reassignment of the guards to the intersections of Inverness and Elcho, Weir and Vansitmart, Britannia and MacLaren and Emerson and Sussex.

These four school crossing locations were recommended for removal because the streets involved had low traffic volumes and sufficient gaps in traffic for children to cross these roadways safely without the assistance of a School Crossing Guard.

Traffic volume counts, pedestrian observations, and motor vehicle gap studies were updated for the three locations. Attached is a summary of findings at each location. Generally, pedestrians have no difficulty whatsoever when crossing roadways with volumes of less than 500 vehicles per hour. Studies indicate that normal traffic volumes at all four of these locations are well below 500 vehicles per hour and therefore, there are sufficient safe gaps in traffic to enable the children to cross these roadways safely without the presence of a School Crossing Guard. In fact, the busiest of the three intersections was Vansitmart and Weir where the peak hour volume was less than 300 vehicles per hour. In addition, the collision history at these locations has been favourable. Therefore, School Crossing Guards are not needed to assist children crossing the road at these locations under normal circumstances.

Construction commenced on the Jolley Cut on 1991 May 28, and as a result, the traffic volume has increased significantly on a temporary basis on Inverness. The construction is scheduled to finish at the end of 1991. Therefore, the Traffic Department recommends that the guard be retained at Inverness and Elcho until the end of 1991 or until such time as the Jolley Cut is fully re-opened to traffic and that further studies be conducted when traffic conditions return to normal. The Traffic Department also recommends that three-way stop control be implemented at Vansitmart and Weir, since this location meets at least one of the criteria for all-way stop control as it is directly adjacent to Fairfield School. The addition of the eastbound and westbound stop signs at this intersection will enable children to continue to cross Vansitmart without any problems whatsoever.

INVERNESS AND ELCHO

PERIOD	NUMBER OF CHILDREN CROSSING INVERNESS	VOLUME IN VEHICLES PER HOUR
MORNING ENTRY 8:25–8:55	45	257
LUNCH DISMISSAL 1130–12:00	30	174
LUNCH ENTRY 12:35–13:10	21	157
EVENING DISMISSAL 15:45–16:15	52	266
TOTAL COLLISIONS 5YRS	NONE	
PEDESTRIAN COLLISIONS 5YRS	NONE	

BRITANNIA AND MACLAREN

PERIOD	NUMBER OF CHILDREN CROSSING BRITANNIA	VOLUME IN VEHICLES PER HOUR
MORNING ENTRY 8:20–8:50	40	114
EVENING DISMISSAL 15:25–16:00	33	194
TOTAL COLLISIONS 5YRS	NONE	
PEDESTRIAN COLLISIONS 5YRS	NONE	

VANSITMART AND WEIR

PERIOD	NUMBER OF CHILDREN CROSSING VANSITMART	VOLUME IN VEHICLES PER HOUR
MORNING ENTRY 8:25–9:00	54	118
LUNCH DISMISSAL 11:35–12:00	45	146
LUNCH ENTRY 12:25–13:00	36	168
EVENING DISMISSAL 15:35–16:10	52	282
TOTAL COLLISIONS 5YRS	1	
PEDESTRIAN COLLISIONS 5YRS	NONE	

EMERSON AND SUSSEX

PERIOD	NUMBER OF CHILDREN CROSSING EMERSON	VOLUME IN VEHICLES PER HOUR
MORNING ENTRY 8:25–9:00	25	170
LUNCH DISMISSAL 11:45–12:05	2	130
LUNCH ENTRY 12:30–13:00	2	130
EVENING DISMISSAL 15:25–15:50	25	270
TOTAL COLLISIONS 5YRS	7	
PEDESTRIAN COLLISIONS 5YRS	NONE	

Verity Hazell
Hat copy

CITY COUNCIL
HAMILTON CANADA

MEMO TO: Ms. Tina Agnello, Secretary,
Transport & Environment Committee.

FROM: Alderman Geraldine Copps.

DATE: 10 May 1991.

SUBJECT: Crossing Guard - Weir & Vansitmart

Please find attached your copy of the letter I sent to Mr. Murray Main, Director of Traffic Services, along with a copy of the petition I received with respect to the above mentioned topic.

Would you please arrange to place this item on the agenda of the next Transport & Environment Committee meeting, which I understand will not be until June 17th, as a delegation would like to appear before the Committee to express their concerns.

I would appreciate acknowledgement of this item on the agenda and the time which they will appear before the Committee.

Thank you for your co-operation and assistance.

Geraldine Copps per

Geraldine Copps,
Alderman, Ward 4.

GC:njb
Attchs.

CITY COUNCIL
HAMILTON CANADA

10 May 1991.

Mr. Murray Main,
Director of Traffic Services.

Dear Mr. Main:

The attached petition was delivered to my home last night and I promised to forward it to you, which is the purpose of this letter.

It is important that you know that this petition originated through the parents of the school, in co-operation with the Principal, Mr. Taylor, and I just became aware of their concerns by way of a number of telephone calls to my office and home.

I would appreciate all the background information you have which led to this decision. Also, I am arranging to have representatives of this group appear at the next Transport and Environment Committee meeting, which I understand will not be until June 17th, as they are extremely concerned about this matter.

Thank you for your help.

Sincerely,

Geraldine Copps

Geraldine Copps,
Alderman, Ward 4.

GC:njb
Attch.

c.c.'s Alderman H. Merling, Chairman,
Transport & Environment Committee.

Alderman Dave Wilson.

Ms. Tina Agnello, Secretary,
Transport & Environment Committee.

THE BOARD OF EDUCATION
FOR THE CITY OF HAMILTON

FAIRFIELD ELEMENTARY SCHOOL

1501 BARTON STREET EAST
HAMILTON, ONTARIO
L8H 2X3
TELEPHONE: (416) 544-2932

FAIRFIELD SCHOOL
HAMILTON
A PLACE THAT CARES

1991 05 08

Geraldine Copps
Alderman, Ward 4
The City of Hamilton
71 Main Street
Hamilton, Ontario

Re: Removal of School Crossing Guard, Weir & Vansitmart

Dear Mrs. Copps;

On behalf of the students of Fairfield School, I am seeking your support to request a review of the decision to remove the school crossing guard from the intersection of Weir street and Vansitmart Avenue.

Upon receipt of a copy of the letter sent to the Director of Education, Mr. Keith Rielly, dated May 03, 1991, I immediately contacted Mr. Martin White, School Crossing Co-Ordinator to have an explanation of the criteria used to support his recommendation and the appeal process.

I understand that budget constraints cause everyone to look for cost saving measures but one must have sufficient information on which to base a decision. At Fairfield School, we have a student who has Cerebral Palsy and is ambulatory. In an attempt to help him develop independence and normalcy, we have been encouraging him to walk to school unassisted. Clayton lives on Division Street and must cross at the Weir/Vansitmart intersection. Due to the nature of his disability, Clayton as difficulty stepping from a curb and onto a curb. His balance is improving yet he still is prone to falling. His gait when walking is laboured and great concentration is required to maintain his balance. On inclement weather days including wind, rain, snow and ice, Clayton is presented with a whole new set of difficulties. For Clayton, the school crossing guard is essential to ensure his safety when crossing at the intersection. If we

are to continue to have Clayton and other children with similar disabilities strive to become independent and accepted freely amongst peers we must set aside our black and white criteria and look at what is best for the children.

For Clayton's sake, and all the children of Fairfield school who cross at Weir Street and Vansitmart Avenue, I urge you to ask City Council to reconsider their decision on compassionate grounds and not strictly financial. Your efforts on our behalf will be appreciated by the entire Fairfield community.

Sincerely,

Chuck Taylor

Chuck Taylor
Principal

SAVE OUR CROSSING GUARD.....

PROTECT OUR CHILDREN.....

RE: THE REMOVAL OF THE CROSSING GUARD AT WEIR STREET AND VANSITMART STREET FOR FAIRFIELD SCHOOL.

WE THE UNDERSIGNED CONCERNED PERSONS DO NOT WANT THE CTROSSING GUARD REMOVED FROM THE AFORE MENTIONED LOCATION. THIS STREET IS USED AS A LOCAL ACCESS FOR THE VARIOUS COMPANIES SUCH AS.....

1. KEMP CONSTRUCION...
2. COCA COLA LTD.....
3. PROPAK.....
4. UNION GAS LTD....AS WELL AS OTHER DELIVERY SERVICES.

TRAFFIC IS EXTENSIVE DURING THE PEAK HOURS OF 8-6 PM. MANY VEHICLES USE VANSITMART ST. BECAUSE TRAVELING FROM BURLINGTON ST. ALONG KENILWORTH THEY MAY NOT TURN LEFT ONTO BARTON ST. THEY USE VANSITMART AS AN ALTERNATE ROUTE.....

OUR CHILDREN NEED THIS CROSSING GUARD TO ENSURE A SAFE ARRIVAL TO AND FROM SCHOOL.....

NAME:	ADDRESS:
Wig Wales	79 Harmony
Kelly McGrath	292 FAIRFIELD
Cenn. Ecc.	135 Hope Ave
Perry Warford	135 Hope Ave
Christine Gray	369 Fairfield Ave.
Rayly Gray	369 Fairfield Ave.
Sandra Smith	289 Fairfield Ave
[illegible]	143 Harmony Ave.
P. Sowley	399 Paling Ave.
E. Murphy	335 WEIR ST. N.
Terry Shaw	
Gail Shaw	397 Fairfield
Debbie Dunn	69 Harrison Ave
[illegible]	268 Cape St.
Mrs. [illegible]	325 Tragina Ave. N
Ruth Ryan	163 Harmony Ave
[illegible]	328 FAIRFIELD
[illegible]	382 Paling Ave.
G Burgess	11 Meredith Ave.
Marie Kawalski	266 Cape ST Hamilt.
Rick Joe	21 Merchison
Art Oliver	161 Newlands Ave.
D. Hamer	391 Tragina Ave. N.
Myra Hamer	391 Tragina Ave N.
[illegible]	14 Newlands Ave S.
Lori Potter	14 Newlands Ave S.
Wanda Potter	80 Harmony Ave N.
Debra Parker	91 Hope Street
J. Beddow	68 Harrison Ave.
Bourgault	
Matthew-B	
Adam-B	407 Paling Ave
Mr D. Caldwell	371 TRAGINA AVE N.
Mrs B. Caldwell	371 Tragina Ave. N.

NAME	ADDRESS
Marlene Nicholls	33 Division S.
Fred Chetman	325 Fair Field
Nancy Chetman	325 Fairfield
Linda Lalani	292 TRAGINA
Kathy McWolfe	149 Newlands Ave
Aaron Taylor	405 Cope St.
S. Bacchus	16 Merchison Ave.
W Fifoung	391 Cope St
[illegible]	71 Tragina
Mr & Mrs L Mitchell	Kenna Ave. Ham.
Sharon Irvine	322 Tragina
[illegible]	363 Tragina N
K. Davies	
[illegible]	
Robert [illegible]	320 West St N.
Deborah Hill	287 Fairfield ave N
T. Dougherty	82 Hope Ave.
D. Dougherty	291 Tolton Ave.
M Caputo	376 Fairfield
David Johnson	327 Palmer Park
Vick Bruaggi Jr.	260 Cope St.
Nicole Bruaggi Jr	260 Cope St.
[illegible]	107 McAuley Blvd.
Chris Isaac	168 Newlands
Lenny McCauley.	246 East ave N
Eunice Lewis	79 Hope Ave
[illegible]	30 Sandford S. # 1712.
Mrs. J. Boeking	10 Melvin
[illegible]	10 Melvin
J. Holman	752 Britannia Ave
George S. Roe	414 PALING AVE-N.
Pauline Hamilton	300 Ivon AVE.

NAME:	ADDRESS:
Brenda Almas	
Susanne Roe	
Nellie Peck	
Grace Hamm	
D Leman	
B Couchman	98 Division
Sheila Morrison	59 Vansitmart Ave
G Morrison	59 Vansitmart Ave
R Yair	349 Tragina Ave N.
M Fallenfield	346 Fairfield
K. Fallenfield	346 Fairfield
Christina Cipriani	363 Weir St N.
Nancy J Shaw	335 Weir St N.
Karen Smith	48 Harmony Ave
Jonna Smith	259 Walter St
Ron McDowan	274 Cope St N
April Pelrine	32 Vansitmart Ave.
Michele Conohan	404 Cope.
Charles Ryan	162 Harmony Ave.
Jamie Popovich	353 Strathearne
Steve Popovich	353 Strathearne Ave.
Stephen Popovich	353 Strathearne Ave
J Watson	50. Edgemont
Anne Dunham	279 Cope St
Mrs Eileen A. Hill	21 Murchison
Pam Roe	
Charles Dawson	Hilpaling Ave N.
Mrs Loretta Smith	23 Vansitmart Ave.
Mr & Mrs Chappell	261 Fairfield St N
[illegible]	80 Harmony Ave
Janice Jacques	135 Albany Ave.
James Willson	272 Vansitmart Ave
Melissa Yates	79 Harmony Ave

NAME:	ADDRESS:
Kevin Hunter	384 Cope St N.
Collin Hunter	384 Cope St N.
John Hunter	" " "
Doris Hunter	" " "
[illegible]	363 TRAGINA AVE N.
Mrs E Griffin 111 Queen S	
Maureen MacLennan	322 Weir St N
Loretta Fleming	319 Weir St. N
Gloria Reid. (grandmother)	385 Queenston Rd.
Patricia Cairn (grandmother)	Bold St.
Nelva Nunn 170 Hope	
Alice Smyth	100 Vansitmart ave
L Cardell	138 Albany
[illegible] Baker	286 TRAGINA AVE N
[illegible] Handy Tweddle.	410 Cope St N.
Lisa & Luigi Martini	347 WEIR ST N.
Joanne Roe	141 Daling Ave. N.
Kayne Hall	76 Division St.
Gail Hall	76 Division St.

NAME:	ADDRESS:
MR & MRS R McLaughlin	388 Paling Ave N
Mik & Adele Hamm	713 Tate Ave
Mr Mrs B Whitthouse	581 Fairfield Cres
Sara Durham	249 Cope St
Karen Szoke	52 Division St
Greg Clarke	52 Division St.
T. Biggsley	48 Division St.
Miss Ly Bragine	298 Fairfield
Christine Boyd	332 Fairfield
Mrs Anne Beach	412 Fairfield
Mrs Jean Watson	50 Edgemont St. N.
Mr R Gwedolk	410 Cope St.
Brenda Drapel	276 Cope St.
Marshall Josling	1387 Barton E #1
Barbara Josling	1387 Barton st E #1
Rae DeAdson	832 Paling Ave
Stella Chetman	325 Fairfield
Cindy Sandhier	444 Paling Ave.
missy Grant	468 Ottawa St N
Janet Grant	"
Sherrie Grant	"
Jerrd Grant	"
Christ Ellis	321 Strathcarne N
Kelly Hargle	86 Albany Ave Ham.
[illegible]	"
Janet Pike	20 Vansitmart
K. Jay	160 Hope
June Kelay	337 Jragina Ave
Darlene Dunniel	16 Harmony
Charmaine Ellis	16 Harmony.
Doreen Brownlees	R. R. #2, Binbrook

MAY 08 1991

NAME.	ADDRESS.
Marilyn Thompson	Fairfield School
Eileen Maybury	117 Avondale.
Pat Gross	168 Newlands Ave.
Debbie Bell	31 Vanstavert
Diana Heatherington	399 Strathearne
Betty Shaw	409 Cope St.
Kathy Dickens	410 Cope St N.
Cheryl Moore	413 Cope St
Vera Dickens	411 Cope St
Jim Dickens	411 Cope St.
Gerald Dickens	411 Cope St.
Brenda Anderson	407 Cope St.
GLENN WATTERS	407 COPE ST
George Conohan	404 Cope ST
Michele Conohan	404 cope ST
DON DEMMING	402 Cope ST
Susan Offord	395 Cope St.
Helen Joy	385 Cope St
Doris Hunter	384 Cope St N.
Marguerite Lorsino	373 Cope St N.
Dorothy Meigs	386 Cope St
Ken Pollard	392 Cope St
Leslie Young	391 Cope St.
Myrna Mroz	403 Cope St.
MARTIN CROWDER	108 MONDALE ST
Ken Moore	413 Cope st N.
Terry Mroz	403 Cope ST
Heather Snedden	398 Cope ST
Tim Grant	398 Cope ST
Paula Branton	414 Cope St North
Pam Branton	414 Cope st N
Bev Maguire	~~[illegible] Cope~~ 96 Division St
F. Kelly	392 Cope St N

NAME.	ADDRESS.
Ivia Ensor	Cl Vanistmart
Debbie Cole	Cl Vanistmart
Hye Eun Park	1427 Barton st. E.
Bruce Hamilton	300 IVON.
Ruth Taylor	405. Cope. St. W
Wendy M Cawley	394 Cope St. W.
Allan Stephenson	93 Birge St.
Earl Meigs	386 COPE.
Sherry Hayes	385 Cope
Lord Hayes	"
John Hunter	384 Cope St.
M Pollard	392 Cope St.
Brenda Gottlieb	134 Glencairy Ave. (Day Care) (391 Cope)
Gerald Gladdery	405 Cope. St. North.
Mrs Helen Smeddon	398 cope st north.
Patricia L. Davis	57 Division St.
R Davis	57 Division st
B J MacDougall	359 Cope St. N.
Sandra Martin	411 Fairfield Ave
Peter Simi	195 Trayne Ave.
Lori Thomson	399 Cope St. N
N Lafleur	371 " " "
Bulood	364 " " "
Mick O Rourke	FAIRFIELD.
Brenda Carvalho	233 Weir St N.

MAY 08 1991

NAME	ADDRESS.
Vera Oates	424 Paling Ave
MR & MRS KLEBERT.	428 PALING AVE.
Sheila Burgell	440 Paling Ave
Wallace Richardson	440 Paling Ave
Marshall Ellis	442 Paling Ave
J. R Aust	442 Paling Ave
O. Baten	371 Paling Ave.
C. Gauthier	444 Paling Ave.
Wm. Maas	444 Paling Ave
Mr. & Mrs M. HATT	448 PALING AVE.
Mrs Kary	450 PALING AVE
M Reilly	451 Paling
Mr & Mrs Haywood	460 Paling Ave.
Mr. J. Joseph	420 PALING AVE
JARLENE MURPHY.	399 PALING AVE. N
Ernest MURPHY	399 PALING AVE. N.
Teresa Turner	397 Paling Ave N.
Madeline Griffin	420 Paling Ave. N.

MAY 08 1981

NAME.	ADDRESS.
Brenda Bennett	409 Paling Ave. N.
Miss Jennifer Dawson	411 Paling ave N.
Dave Bennett	409 Paling Ave. N.
Jeannette Knight	416 Paling Ave. N.
[illegible]	416 Paling Ave. N.
[illegible]	422 PALING AVE N.
Lynda Russell	422 Paling Ave N.
Emily Zurchner	407 PALING AVE N
Carl Lampman	" —
Steve Karrysse	" —
Marcel H. Lafond	413 PALING AVE. N.
Margaret Lafond	" " " "
Elaine Orr	146 Albany Ave.
Thomas Yates	79 Harmony Ave.
[illegible] Taylor	1501 Barton St E.
Seungkyu Lee	1531 BARTON St. E
Janet Smith	329 Fairfield
Tracy Longford	328 Fairfield Ave
Elsie Taylor	329 Paling Ave.
Joanne Beckel	323 Fair Field
Nancy Kelley	337 Tragina Ave.
Elsie Kerr Wighton	1480 Barton St E.
[illegible]	278 PALING AVE.
Diane Doyle	61 Vanistmart
Gina Johnson	61 Vanistmart
Debbie Cole	61 Vanistmart
Patty Porter	54 Merchison
Miles Sprague	54 Merchison
Albert Sprague	24 Stapleton Ave
Lilas Jonas	403 Paling N
M [illegible]	413 Paling N
Judy Symon	418 Paling Ave

6c

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Request for a School Crossing Guard - Intersection of Queen Street South and Aberdeen Avenue (TEC-81-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

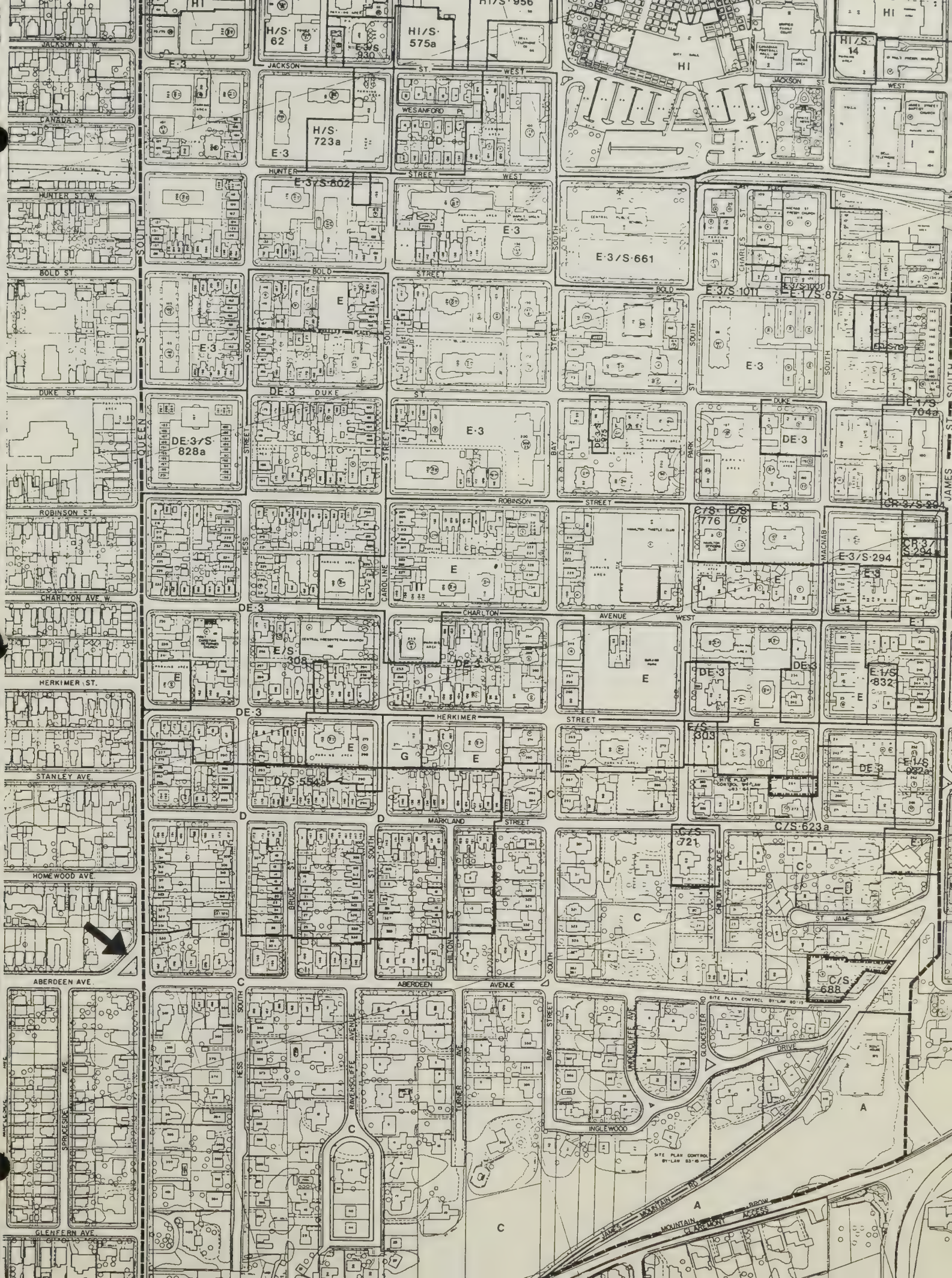
The present cost of assigning a School Crossing Guard to any intersection in the City is approximately $6,000.00 and no funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guard locations.

BACKGROUND:

Alderman William McCulloch has requested the Traffic Department to determine the need for a School Crossing Guard at the traffic signal controlled intersection of Queen Street South and Aberdeen Avenue.

The Traffic Department conducted studies at this location on 1991 April 29, and it has been determined that very few school children cross at this intersection in the morning and evening crossing periods and no children were observed crossing during the lunch time crossing periods. All children crossing in the signalized crosswalks crossed safely with the pedestrian signal indications and the 13 children in the morning and evening crossing periods observed in the southbound right turn lane, which is not under the traffic signal control, crossed safely after waiting for an appropriate gap in traffic.

Traffic Department records indicate that in the past three years there has not been a motor vehicle collision involving a school-aged child reported at this intersection. Therefore, the presence of a School Crossing Guard could not improve upon this perfect student collision safety record, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue, at this time.


JACKSON ST. W.
CANADA ST.
HUNTER ST. W.
BOLD ST.
DUKE ST.
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
STANLEY AVE.
HOMEWOOD AVE.
ABERDEEN AVE.
GLENFERN AVE.
JACKSON STREET WEST
WESANFORD PL.
HUNTER STREET WEST
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
INGLEWOOD DRIVE
JAMES MOUNTAIN RD.
JAMES MOUNTAIN ROAD
CLARMONT ACCESS
QUEEN STREET SOUTH
HESS STREET SOUTH
CAROLINE STREET SOUTH
BAY STREET SOUTH
PARK STREET SOUTH
CHARLES STREET SOUTH
MACNAB
BRUCE ST.
HILTON ST.
CHILTON PLACE
RAVENSCLIFFE AVENUE
YORKER AVE.
INNERCLIFFE AVE.
GLOUCESTER RD.
SPRUCESIDE AVE.
H/S 62
H/S 723a
H/S 575a
H/S 14
E-3/S-802
E-3/S-661
E-3/S-1011
E-1/S-875
E-1/S-1001
E-1/S-79
E-1/S-704a
DE-3/S 828a
DE-3/S 875
DE-3
C/S 776
E/S 776
E-3/S-294
E/S 308
E-1/S 832
E/S 303
E-1/S 832a
D/S-554a
C/S 721
C/S 623a
C/S 688
E-3
E
G
C
A
D

6d

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Summer Crossing Guard at Wentworth Street North and Munroe Street. [TEC-113-91]

RECOMMENDATIONS:

a) That no action be taken on the request to reinstate the crossing guard to the intersection of Wentworth Street North and Munroe Street during the summer months; and,

b) That the North Central Community School Association be advised that if there is concern about crossing at this location, they might consider providing a volunteer adult to assist crossings at Wentworth Street North and Munroe Street during the 30 minute crossing periods in the morning and the afternoon during the summer months.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

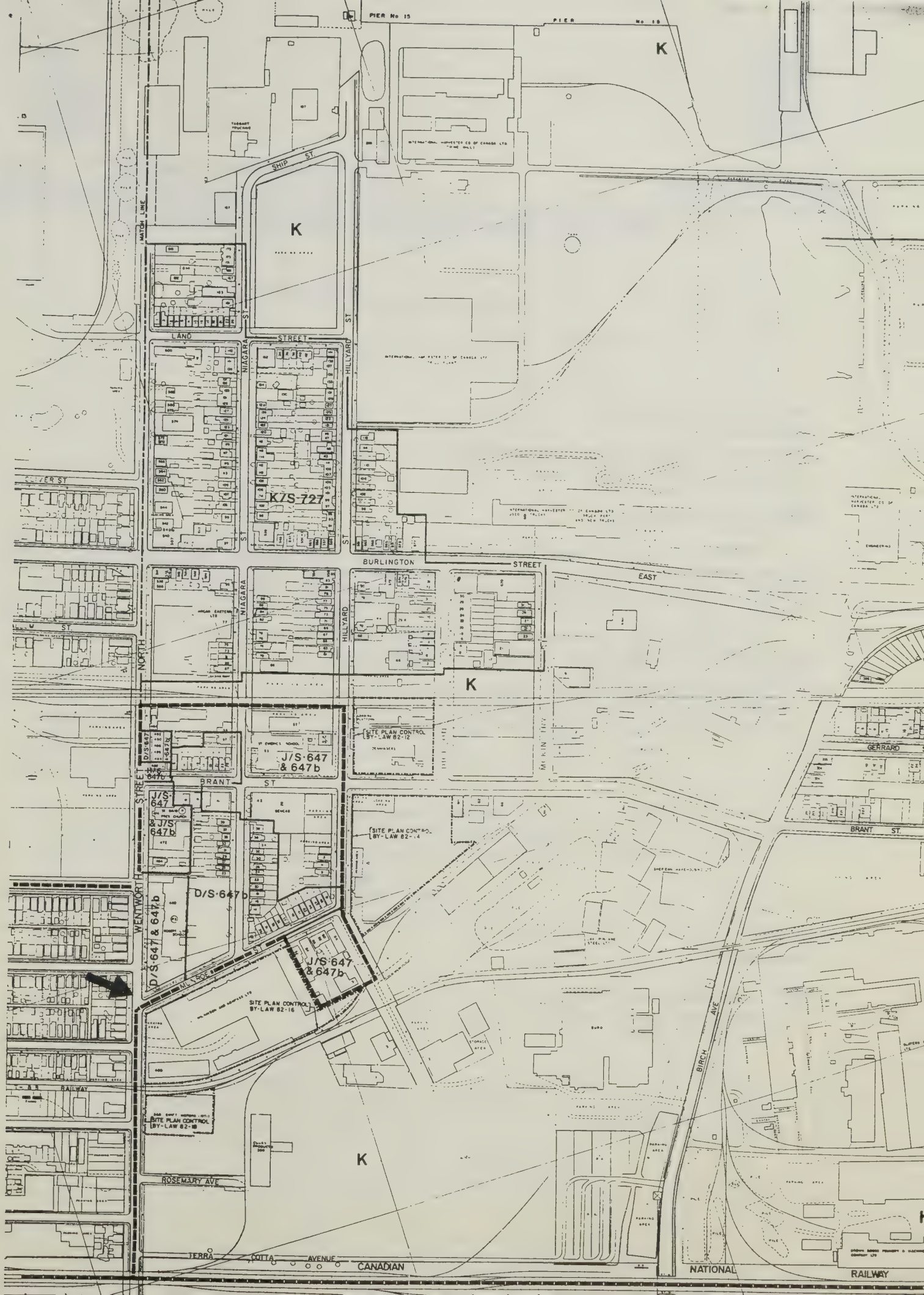
The cost of operating the Summer Crossing Guard service at Wentworth and Munroe would be approximately $3,300 in 1991. However, during the budgetary process the entire summer program was eliminated and the Traffic Department budget was reduced accordingly. Therefore, no funds are available for this service.

BACKGROUND:

At the budget meeting of 1991 March 21, City Council approved reductions in service in the School Crossing Guard Program. Subsequently, the Committee and Council approved Traffic Department report TEC-55-91 recommending in part, that the summer guard program be eliminated as part of the service reductions. The Traffic Department has subsequently received requests from Alderman Drury and Alderman Hinkley for the reassignment of the guard to Wentworth Street North and Munroe Street during the summer months.

In previous years, crossing guards were assigned to approximately eight locations in the City for approximately eight hours per day during the summer months, to assist children crossing roadways adjacent to recreation facilities and playgrounds operated by the City's Culture and Recreation Department. In addition, a guard was also provided at the intersection of Wentworth and Munroe, in front of Robert Land School, which is a privately operated community summer school (Sunny Days Day Camp), operated jointly by the Hamilton Board of Education and the North Central Community School Association.

Studies conducted in the summer of 1990 indicated that during the seven hour crossing period at Wentworth and Munroe, only approximately 12 children crossed at the intersection to go to the Day Camp and these children arrived between 8:30 a.m. and 9:00 a.m. and left again at approximately 2:30 p.m. For the remainder of the seven hour shift the summer guard crossed a total of approximately 7 to 10 children to the playground at the school or the store on the corner. This location is not unique since children cross at virtually all locations in the City during the summer months, and it would be inconsistent to assist the very few children at this one location for all or part of the day, especially since summer guards are not being provided on roadways adjacent to any City operated summer recreational programs. For these reasons, the Traffic Department recommends that no action be taken on the request to reinstate the guard to the intersection of Wentworth and Munroe during the summer months. Traffic volumes on Wentworth in the vicinity of Munroe are approximately 550 vehicles per hour during the entry and dismissal times of the summer school. Therefore, there should be no problem crossing at this location. However, since the program is operated by the community it is recommended that the North Central Community School Association be advised that if there is concern about crossing at this location, they might consider providing a volunteer adult to assist the children crossing the intersection during the 30 minute crossing periods in the morning and afternoon.


PIER No 15
PIER No 18
K
SHIP ST.
MATCH LINE
LAND STREET
NIAGARA ST
HILLYARD ST
K/S-727
BURLINGTON STREET EAST
NORTH STREET
K
SITE PLAN CONTROL BY-LAW 82-12
J/S-647 & 647b
D/S-647
BRANT ST
J/S 647 & J/S 647b
SITE PLAN CONTROL BY-LAW 82-14
D/S-647b
WENTWORTH STREET
D/S-647 & 647b
J/S-647 & 647b
SITE PLAN CONTROL BY-LAW 82-16
RAILWAY
SITE PLAN CONTROL BY-LAW 82-18
K
ROSEMARY AVE
TERRA COTTA AVENUE
CANADIAN NATIONAL RAILWAY
BIRCH AVE
GERRARD
BRANT ST.

MAY 22 1991

Copy to M. Hazell T.A.

CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman – Transport & Environment Committee

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 389-5903 – WARD 7

21 May 1991.

Miss Tina Agnello,
Secretary,
Transport & Environment Committee,
c/o City Clerk's Department.

Dear Miss Agnello:

Please find enclosed correspondence I received from Alderman Don Drury, Ward 3, requesting the removal of a crossing guard at the corner of Francis Street and Wentworth Street North.

I would like the above-mentioned item on the next agenda of the Transport & Environment Committee meeting.

Thank you for your cooperation in this matter.

Yours very truly,

Henry Merling

Henry Merling,
Chairman,
Transport & Environment Committee.

HM:dp
Enclosure

c.c. Alderman Don Drury, Ward 3.
Alderman Brian Hinkley, Ward 3.

MAY 21 1991

CITY COUNCIL
HAMILTON, CANADA

Alderman Don Drury

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 – WARD 3

Memorandum

****

TO: Alderman H. Merling
Chairman, Transport & Environment

YOUR FILE:

FROM: Mr. Don Drury
Alderman, Ward 3

OUR FILE:
PHONE: (416) 526-2730

SUBJECT: **Crossing Guard**

DATE: 1991 May 16

Please note the attached letter we received from the North Central Community School Association regarding the removal of the crossing guard at the corner of Francis Street and Wentworth Street North.

I have spoken with several members of the Community Association recently and they have expressed a willingness to come and meet with the Transport and Environment Committee to discuss a possible solution. Specifically, after their discussions with the school crossing guard authorities it appears that there may be an opportunity to reinstate the crossing guard during the summer for approximately 4 hours.

I would be most appreciative if you would instruct the Secretary of the Committee to arrange for a delegation from the Community Association to attend a meeting of the Transport and Environment Committee in the near future.

Thanking you in advance for your co-operation.

DD:jf

c.c. Alderman Brian Hinkley
Mr. G. Birch, Principal, Robert Land School
Susan Moulton, Community School Worker, Robert Land School

NCCSA
NORTH CENTRAL COMMUNITY SCHOOL ASSOCIATION
460 WENTWORTH STREET NORTH
HAMILTON, ONTARIO L8L 5W8
(416) 527-7752

Murray F. Main
Traffic Services
The Corporation of the City of Hamilton
City Hall
71 Main St. West
Hamilton, Ont.
L8N 3T4

Dear Mr. Main;

It has come to our attention that budget restraints are forcing you to cancel all Crossing Guard Hours throughout the months of July & August.

In past summers a Crossing Guard has been placed at the corner of Francis St. and Wentworth St. N. This has proven itself to be an extremely valuable service to this community and Sunny Days Day Camp which operates at Robert Land throughout July & August. At least 50 children per day from the camp along with numerous community residents cross at this extremely busy intersection. I urge you not to place carefree children on summer vacation at risk this summer. Wentworth St. N. is dangerously busy with car, truck and bus traffic all day. I can assure you, as Co-ordinator of the Sunny Days Day Camp, that parents felt confident knowing that their child would arrive safely at camp. They were assured of this because they knew their child would be crossing the street with a visible, trained adult. The service that the City provided is extremely important to this Community especially during prime times like 8:30-9:30a.m. and from 2:00-3:00p.m. in the afternoon.

On behalf of this community, I again urge you to reconsider this decision. No dollar figure should compromise the safety of children..
Your immediate attention and reply to this matter would be greatly appreciated.

Sincerely,

Susan Moulton

Susan Moulton
Community School Worker
Robert Land School

cc. D. Drury Alderman
B. Hinkley Alderman
G. Birch Principal Robert Land School

6e

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 120 Cannon Street East - Discharge of Commercial Boulevard Parking Agreement. [TEC-102-91]

RECOMMENDATION:

a) That the existing commercial boulevard parking agreement registered as Instrument No. 173339 C.D. to the property at No. 120 Cannon Street East be discharged at the property owner's expense; and

b) That the present owners be required to execute a paving agreement which will require the installation of concrete curbing to prevent parking on the City boulevard; and

c) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

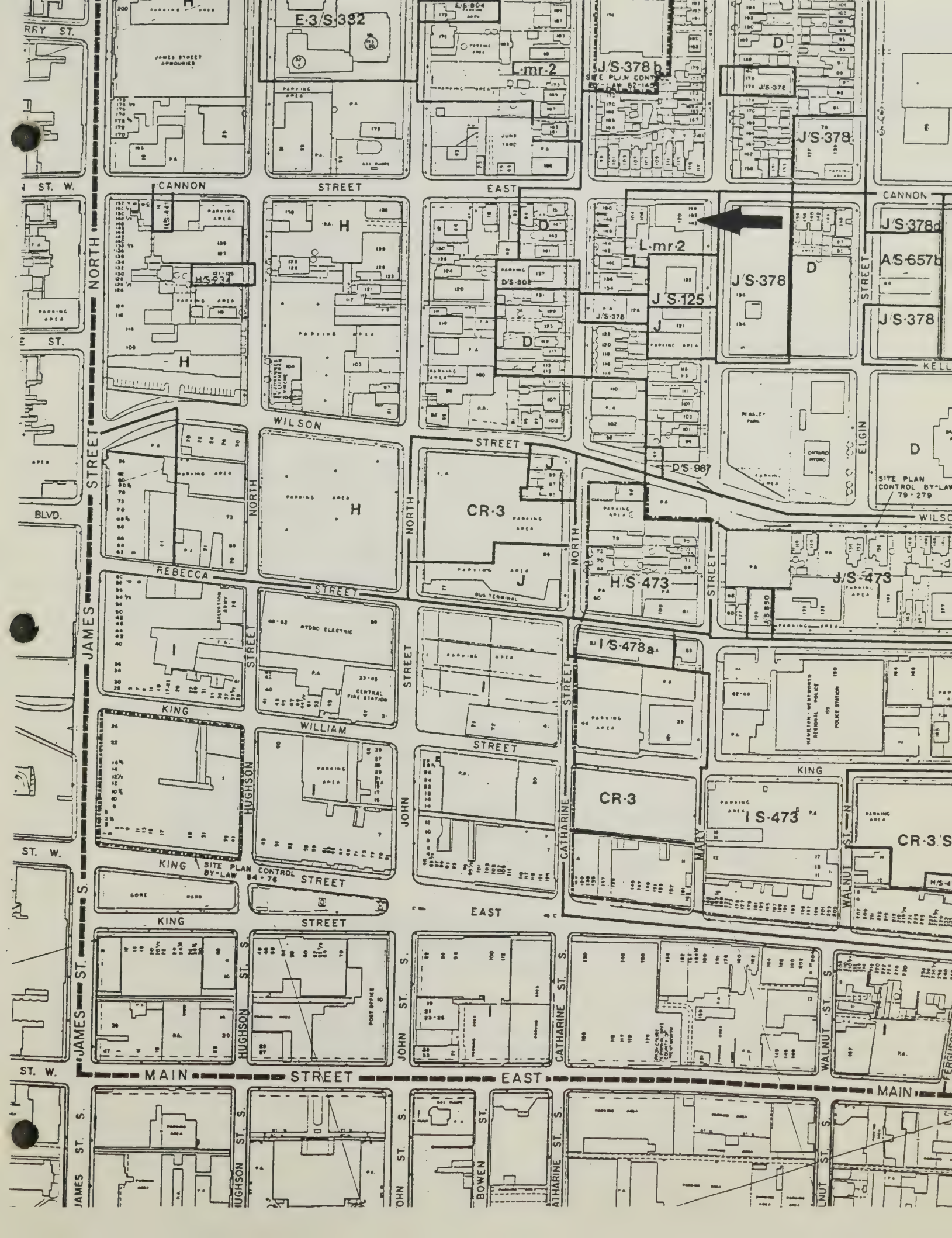
N/A

BACKGROUND:

The Traffic Department has received a request from Mrs. Carole Martin, Director of Administration Services for the Good Shepherd Centres, that the existing commercial boulevard parking agreement registered to the property at No. 120 Cannon Street East on 1980 November 25, be discharged since they no longer require the boulevard for parking purposes. The previous owners, Mission Services of Hamilton, had paved the boulevard on Mary adjacent to 120 Cannon Street East for parking purposes.

The Traffic Department has confirmed that the subject area is no longer being used for

parking. Therefore, the Traffic Department concurs with the request provided that the present owners execute a paving agreement, to allow the paving, but not the parking to remain on the City boulevard.


CANNON
STREET
EAST
NORTH
STREET
JAMES
WILSON
STREET
REBECCA
STREET
KING
WILLIAM
STREET
HUGHSON
JOHN
CATHARINE
MARY
WALNUT
ELGIN
MAIN
STREET
EAST
BOWEN
E-3/S-332
L-mr-2
J/S-378b
J/S-378
J/S-378d
A/S-657b
J/S-125
D/S-987
CR-3
H/S-473
I/S-473a
I/S-473
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-76
HYDRO ELECTRIC
CENTRAL FIRE STATION
POLICE STATION
POST OFFICE
BUS TERMINAL

6f

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Court Prosecution of Moving Traffic Violations. (TEC-61-91)

RECOMMENDATION:

a) That the City Traffic By-law No. 89-72 be updated to provide offence and penalty sections for approximately 60 moving regulations currently in the By-law; and

b) That the Director of Traffic Services be instructed to make an application to the Chief Judge for the Province of Ontario requesting the establishment of set fines as specified on the list appended hereto; and

c) That the set fines requested under the Municipal By-law be equal to that in the Highway Traffic Act ($78.75) for the more serious violations and $50.00 for less serious violations as specified on the list appended hereto; and

d) That the City Council recommend to the Regional Council and to the Councils of the other Area Municipalities, that their by-laws be amended in accordance with the amendment proposed for the Hamilton Traffic By-law, to allow charges to be laid under Municipal By-laws rather than the Highway Traffic Act, such that the fine revenues would accrue to the Area Municipalities; and

e) That the City Council request that the Regional Council agree to the principle of the fines for both Area Municipality Roads and Regional Roads within the various Municipalities be paid to the Area Municipality; and,

f) That the Committee approve the deletion of the position of "Parking Services Prosecutor", and its replacement with the position of "Traffic Services Prosecutor", with an initial complement of two incumbents to be filled from the existing staff complement; and

g) That following the implementation of the new by-law provisions and fine schedules, and the establishment of a prosecution section in the Hamilton Traffic Department, the Hamilton-Wentworth Regional Police Services Board be requested to instruct the Chief of Police to instruct all officers to lay fines for the moving violations under the Municipal By-law, rather than under the Highway Traffic Act; and

h) That the Director of Property be authorized and directed to investigate the leasing of office space adequate to accommodate the Traffic Service Prosecutors (approximately 200 square feet); and

i) That the City offer prosecution services for moving violations to the other Area Municipalities in the Region on a cost plus basis.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The laying of charges by the Regional Police for moving violations under Area Municipality and Regional Traffic By-laws rather than under the Highway Traffic Act, is expected to increase revenues in the order of $1,000,000.00 per year for the City, with corresponding increases for the other Area Municipalities. This process would require amendments to the Area Municipality and Regional By-laws, to provide a penalty section for various offences. Thus, one additional staff member and the leasing of office space will be covered by the additional revenues many times over.

BACKGROUND:

The Ontario Ministry of the Attorney General has informed the Area Municipalities in the Hamilton-Wentworth Region that, as of 1991 April 30, Provincial Prosecutors will no longer conduct prosecutions involving charges for moving violations laid under Municipal Traffic By-laws. Therefore, the Municipalities are now responsible for providing their own court prosecution staff.

Representatives of the City and Regional Law Departments, the Regional Police Department and the Traffic Department have reviewed the feasibility of increasing the number of charges for moving traffic violations laid under the Municipal By-laws in order to determine whether additional by-law charges would off-set the cost of prosecution and increase revenues. All of these charges were previously enforceable under the Summary and Convictions Act, but with the adoption of the Provincial Offences Act the approval of set fines by the Chief Judge of Ontario is required to make them enforceable. Approximately of $1,200,000.00 per year in revenue could be diverted from the Province to the Area Municipalities.

These By-law revisions would be subject to the establishment of set fines under the Provincial Offences Act by the Chief Judge for Ontario. It would also be necessary to request the Hamilton-Wentworth Regional Police Services Board to instruct the Regional Police to lay charges under the Municipal By-laws rather than under the Highway Traffic Act.

The various Departments involved have concluded that prosecution of these moving violation charges could be conducted by lay prosecutors rather than requiring the legal expertise of a solicitor. Any abnormal problems could be dealt with by having the case remanded in order that a solicitor could prosecute the case at a later date.

It has been concluded that the best course of action would be for the Traffic Department to assume responsibility for prosecution of these moving violations. At the present time, the City's "Parking Services Prosector" attends one of the courts on almost a full-time basis, and sits through the prosecution of moving violations, presently being performed by the Provincial Prosecutor. However, since there are two concurrent courts, it would be necessary to provide additional prosecution staff to cover both of the courts, five days a week. Moreover, as is the case with parking violations, it would be appropriate for the City to offer prosecution services to the other Area Municipalities within the Region, on an at-cost basis. It would also be appropriate to allocate the fine revenue for violations on Regional roads to each of the Area Municipalities, as is the case with parking.

It would also be necessary to provide office space for the prosecutors, since the present arrangement under which the prosecutor attempts to work out of the office of the Parking Control section are not satisfactory due to space limitations. Therefore, it would be necessary to lease office space, as close as possible to City Hall, to accommodate the two or three personnel who would be involved directly with the prosecution process.

VIOLATION	EXISTING SET FINE (where applicable)	PROPOSED SET FINE
( ) Disobey Stop Sign		$75.78
( ) Disobey Yield Sign		$75.78
( ) Wrong way on one-way street		$75.78
( ) Prohibited Turns		$75.78
( ) Improper Turns		$75.78
( ) Disobey Traffic Signal		$75.78
5(3) Place in view of a highway, a sign, marking or device resembling an official sign or traffic control device		$50.00
5(3a) Place in view of a highway, a sign, advertising device or apparatus which emits light on or along a highway which may affect the operation of a motor vehicle		$50.00
5(4) Without lawful authority, move or otherwise interfere with any traffic sign or traffic control device		$75.78
5(5) Drive over freshly applied paint on roadway	$13.75	$50.00
5(6) Fail to comply with the directions of any traffic sign or traffic control device	$28.75	$50.00
5(7) Drive a vehicle from a public highway to a private driveway or from a private driveway to a public highway contrary to the direction of operation of the driveway		$50.00
7(1) Fail to obtain a permit to move an over-weight or over-size vehicle over or upon a highway		$50.00
7(4) Move a load in excess of the weight or dimensions specified by permit		$50.00
8(2) Drive a heavy vehicle on a non-truck route	$53.75	$75.78

9 Drive on a bridge, any vehicle having a gross weight greater than that prescribed by By-law and signs		$75.78
10(1) Walk along roadway where there is a sidewalk		$50.00
10(2) Cross a roadway by other than the shortest route, except in a crosswalk		$50.00
10(3) Proceed over or under a railing or other permanent barrier along the edge of a sidewalk		$50.00
10(4) Cross the roadway where prohibited by signs		$50.00
10(5) Walk or stand such that pedestrian or vehicular traffic is impeded		$50.00
10(6) Run, race, crowd or jostle any other person so as to create disturbance, discomfort or confusion		$50.00
11 Play or take part in any game or sport upon a roadway		$50.00
12(1) Drive or permit any animal to be in any highway or other public place under the control of a competent person		$50.00
12(2) Horseback riders or persons in charge of animals fail to obey the provisions of the Highway Traffic Act or of the Traffic By-law which govern the drivers of vehicles		$50.00
12(3) Drive any animal without due care and attention		$50.00
13 Yield right-of-way to any pedestrian on or approaching on the sidewalk, footpath, alley or driveway	$28.75	$50.00
19 Drive wrong way in designated one-way alley	$28.75	$75.78
19(4) Drive any animal or vehicle in anything but a clockwise direction in a traffic circle		$75.78
21 Turn left contrary to signs (Mon - Fri)	$28.75	$75.78
21A Turn left contrary to signs (Mon - Sat)	$28.75	$75.78
22 Turn right contrary to signs (Mon - Fri)	$28.75	$75.78
23 Turn right on red light where prohibited		$75.78
23A Turn left on red light where prohibited		$75.78

24(1) U-Turn not in safety	$28.75	$75.78
24(2) U-Turn where prohibited	$28.75	$75.78
25 Interurban buses operating on other than interurban bus routes		$75.78
26 HSR buses operating on other than HSR bus routes		$75.78
27(1) Ride a bicycle on a roadway where there is a bicycle path		$50.00
27(2) Bicycles shall keep to the right		$50.00
27(3) Bicycles riding abreast	$28.75	$50.00
27(4) Carrying packages on a bicycle		$50.00
27(5) Park a bicycle on a roadway		$50.00
27(6) Carry more passengers on a motorcycle than it is equipped to carry		$50.00
27(7) Rear-end riders		$50.00
27(8) Operator of a vehicle under 16 years old		$75.78
27(9) Drive on a sidewalk	$28.75	$75.78
27(10) Stop before entering roadway from a private road, driveway or alley	$28.75	$75.78
27(11) Improperly drive vehicle backwards	$28.75	$75.78
27(12) Interrupt a funeral cortege or procession	$28.75	$75.78
27(13) Drive on a closed street	$28.75	$50.00
27(14) Lock motor vehicle	$28.75	$50.00
27(15) Enter or leave a controlled access highway at other than authorized entrance or exit		$75.78
27(16) Damage Parking Meter		$50.00
27(17) Drive a motor vehicle on a pathway		$75.78

27(18) Service a vehicle parked on a highway	$50.00
27(19) Non-handicapped person displaying a handicapped permit	$50.00
27(20) Blocking a signalized intersection except to turn left or right	$75.78

6g(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Nicklaus Drive between Albright Road and St. Andrews Drive - Parking Regulations. [TEC-119-91]

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Nicklaus Drive between Albright Road and St. Andrews Drive be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

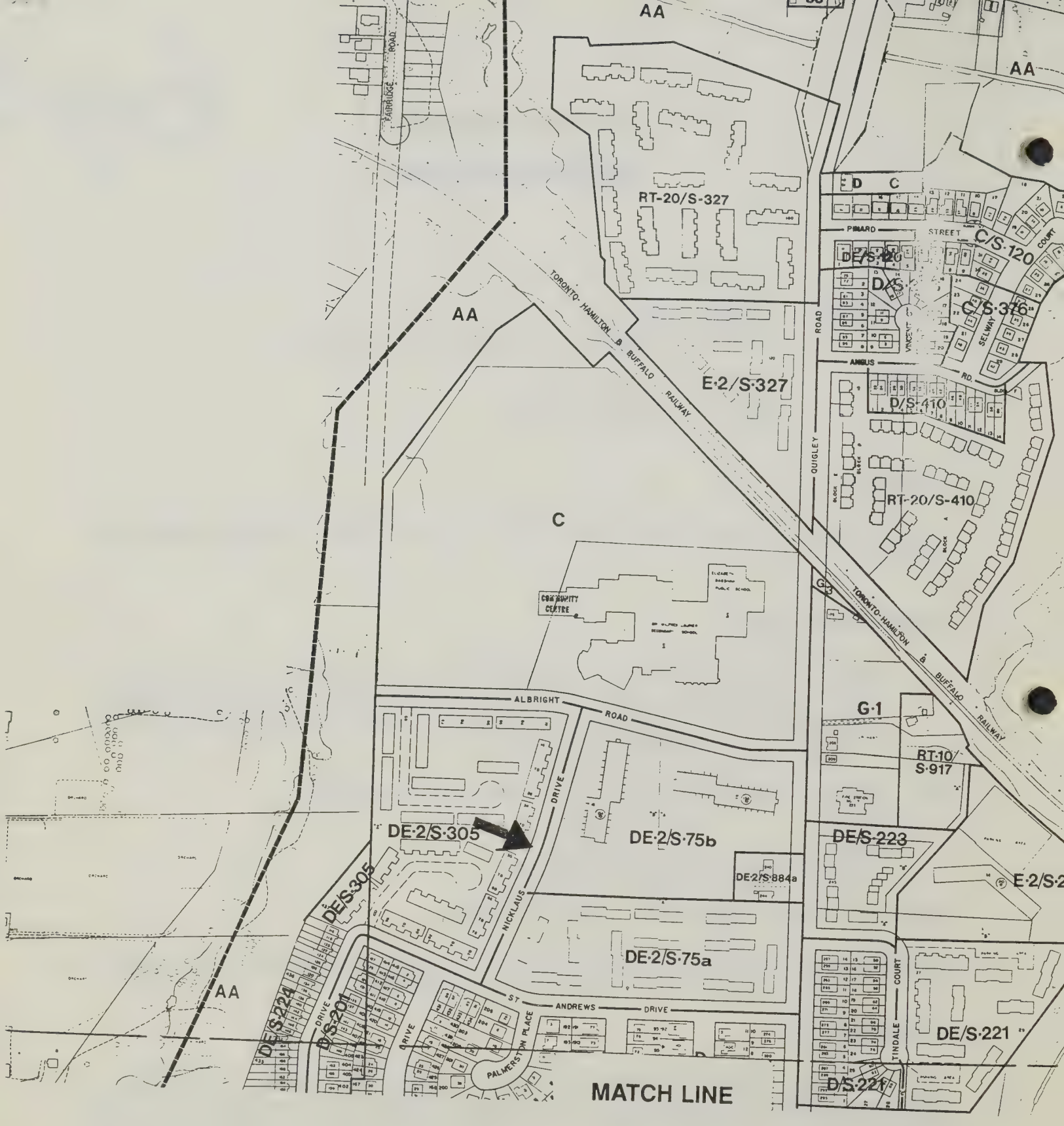
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

At the request of Alderman Dominic Agostino, the Traffic Department polled the residents of Nicklaus Drive to determine if a majority would support replacing the existing three hour parking time limit with a one hour parking time limit to further reduce non-resident parking.

The results indicate that 15 (54%) residents wish to have a one hour time limit on the street, and the majority support a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. Therefore, the Traffic Department supports the requested regulation.


AA
AA
AA
AA
RT-20/S-327
E-2/S-327
C
D
C
PIMARD
STREET
C/S-120
DE/S-220
D/S
C/S-376
VINCENT
SELWAY
COURT
ANGUS
RD.
D/S-410
RT-20/S-410
QUIGLEY
ROAD
TORONTO-HAMILTON & BUFFALO RAILWAY
G-3
COMMUNITY CENTRE
ALBRIGHT
ROAD
G-1
RT-10/S-917
DE-2/S-305
DE-2/S-75b
DE/S-223
DE-2/S-884a
E-2/S-2
DE/S-305
NICKLAUS
DRIVE
DE-2/S-75a
ST
ANDREWS
DRIVE
DE/S-224
D/S-201
DRIVE
PALMERSTON PLACE
TINDALE
COURT
DE/S-221
D/S-221
MATCH LINE

6g(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Crockett Street - Parking Regulations. (TEC-117-91)

RECOMMENDATION:

a) That a "Three Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation be implemented on both sides of Crockett Street between East 33rd Street and East 34th Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

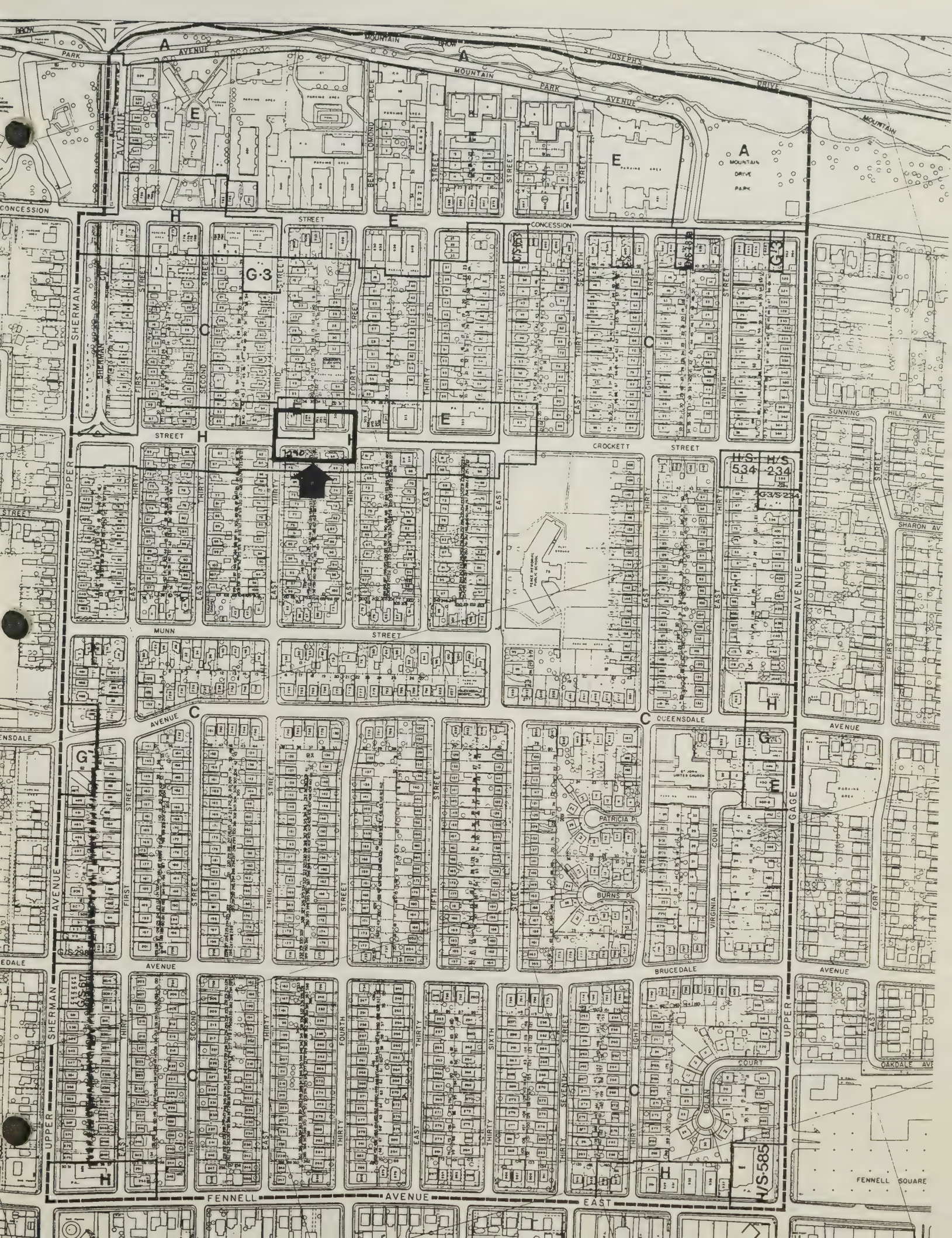
There are sufficient funds provided in the Traffic Department 1991 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. Also, the $24.00 per year charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the nine abutting residential properties requesting that a "Three Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Saturday", regulation be implemented on both sides of Crockett Street between East 33rd Street and East 34th Street. Seven of the petitioners support the requested regulation, the remaining two residents were contacted by telephone and both have indicated their support for the proposed regulation.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by staff from Henderson Hospital. Presently, there is unrestricted free parking on both sides of Crockett in this area. The implementation of the proposed

regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


MOUNTAIN BROW PARK AVENUE
ST. JOSEPH'S MOUNTAIN PARK AVENUE
MOUNTAIN DRIVE PARK
CONCESSION
SHERMAN AVENUE
BEN LOMOND PEACE STREET
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
NINTH STREET
THIRTY STREET
EAST
UPPER
CROCKETT STREET
SUNNING HILL AVE
SHARON AV
MUNN STREET
QUEENSDALE AVENUE
PATRICIA PL
BURNS PL
VIRGINIA COURT
GAGE AVENUE
BRUCEDALE AVENUE
BOLAN COURT
OAKDALE AVE
FENNELL AVENUE EAST
FENNELL SQUARE
G-3
H/S 534-234
G3/S234
H/S 585
G3/S297
G3/S877

6g(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Colbourne Street between Bay Street and Park Street - Parking Regulations. [TEC-110-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Colbourne Street between Bay Street and Park Street be replaced with a "One Hour Parking Time Limit 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

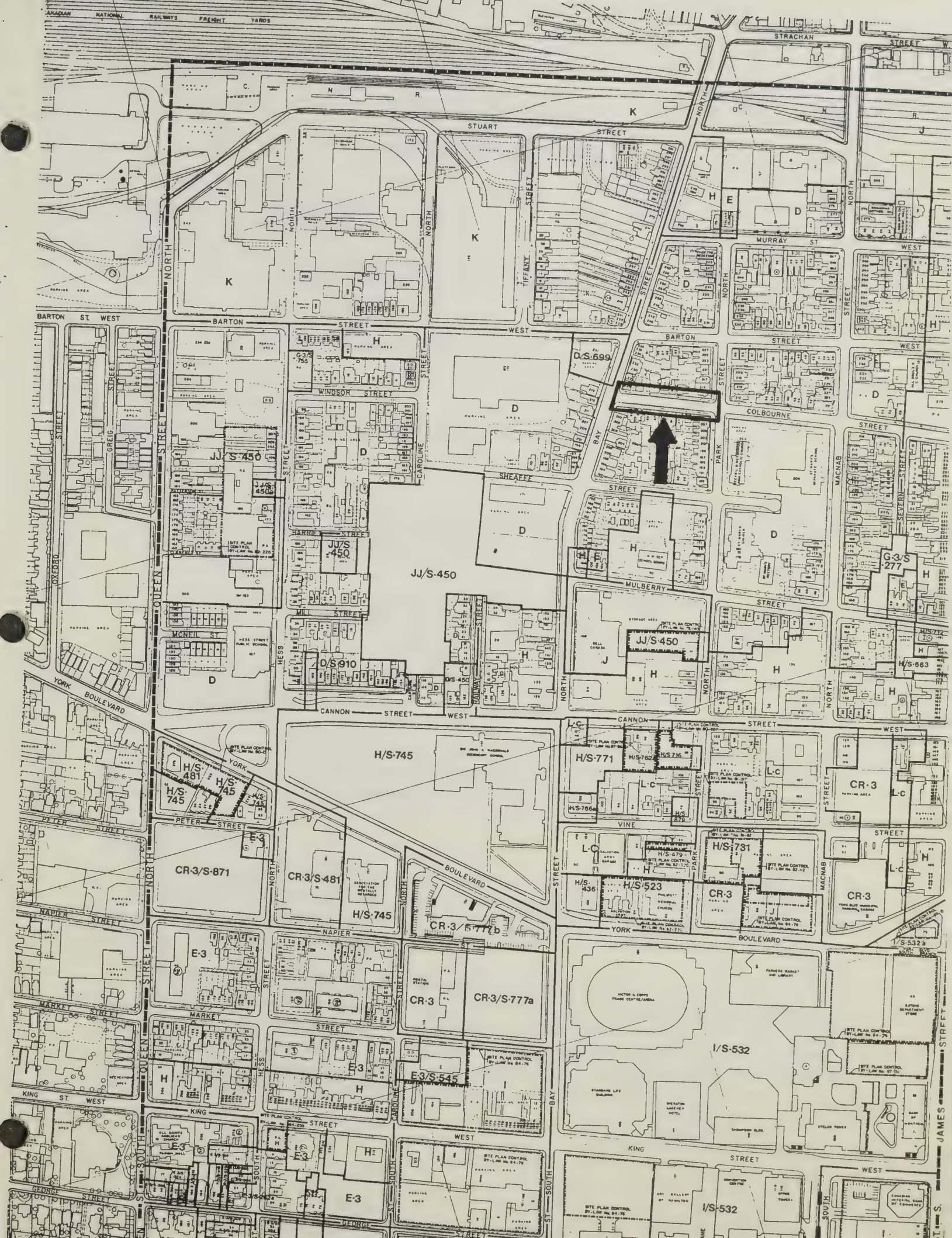
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 cost of each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Vince Agro has advised of a request that a parking permit be issued to the residents at 200 Bay Street North which would allow them to park their vehicle in the signed "Permit Parking" regulation on Colbourne Street.

The residents' property is located six houses from Colbourne and the By-law states that the residents must abut the "Permit Parking" regulation in order to be eligible for a permit. Thus, the By-law does not allow the issuance of a permit for Colbourne Street to these residents.

The "Permit Parking" regulation on Colbourne between Bay and Park allows for the issuance of a maximum of 23 permits. To-date, only eleven permits have been issued to abutting residents. An investigation has revealed that there are 12 parking spaces on the north side and eleven on the south side of the street in this block. Therefore, since the demand for permits could be accommodated on one side of this street, the Traffic Department recommends that the "Permit Parking" regulation be removed from the south side of the street and that a "One Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented in its place. The residents at 200 Bay Street North would then be eligible for time limit exemption permits for this area.


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
STRACHAN STREET
STUART STREET
MURRAY ST
BARTON ST. WEST
BARTON STREET WEST
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING ST. WEST
KING STREET WEST
GEORGE STREET
QUEEN STREET
HESS STREET
GREIG STREET
OXFORD STREET
CAROLINE STREET
TIFFANY STREET
BAY STREET
PARK STREET
MACNAB STREET
SEVERN STREET
JAMES STREET
BOULEVARD
VINE
D/S-699
JJ/S-450
D/S-910
H/S-745
H/S-481
H/S-771
H/S-762
H/S-716
H/S-663
G-3/S-277
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
E-3/S-545
H/S-731
H/S-523
H/S-436
I/S-532

6g(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 04

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

King William Street - Parking Regulations. (TEC-107-91)

RECOMMENDATIONS:

a) That the existing "No Parking" regulation be removed and replaced with One Hour Parking Meters on the north side of King William Street commencing 120 feet east of John Street North to a point 128 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

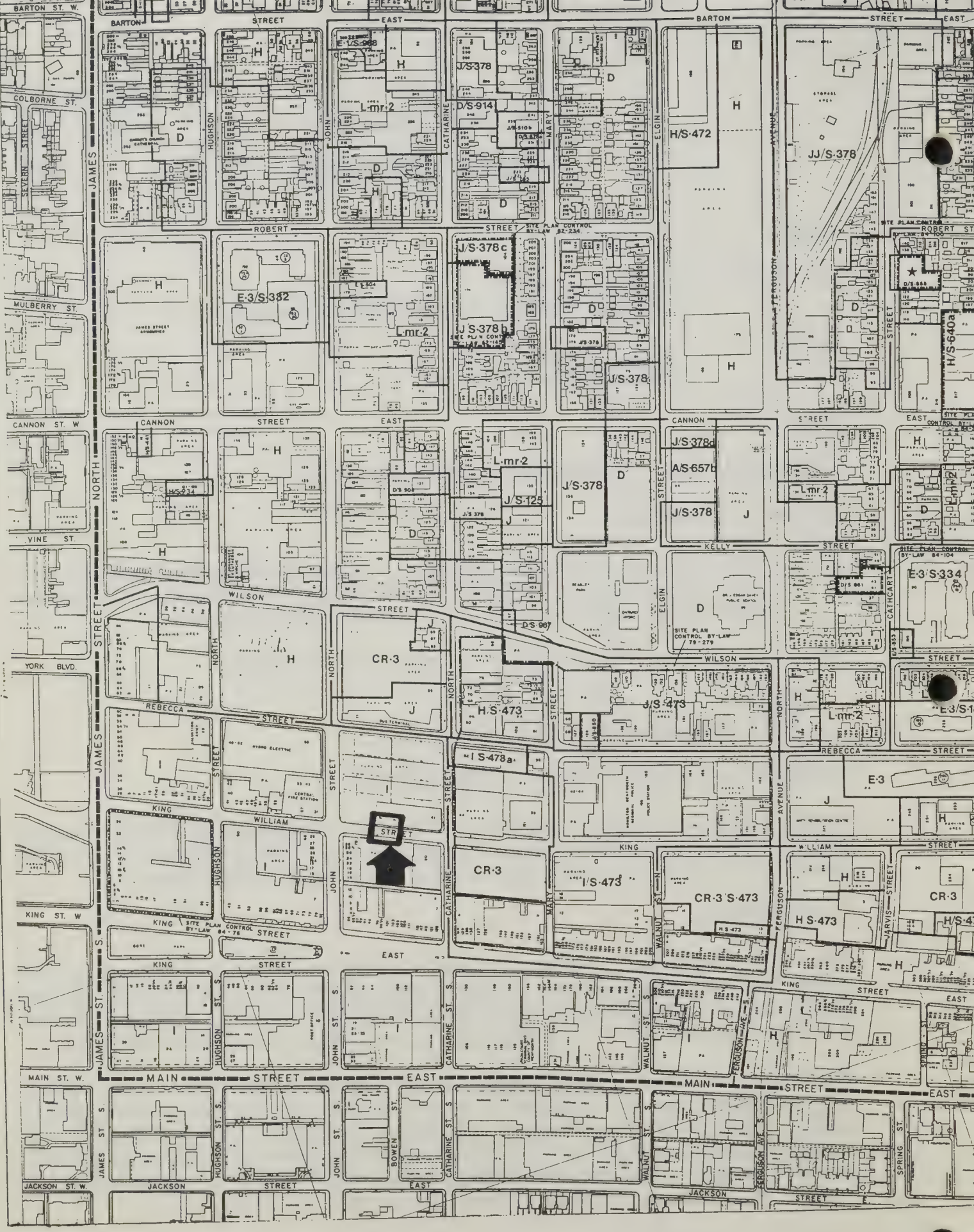
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and meters. However, the revenue obtained from these meters will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request, from Mr. David Kammermayer of Erie Beach Hamilton Restaurant, No. 77 King William Street, to provide one hour metered parking on the north side of the street. King William has a 28 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this area.

Mr. Kammermayer has indicated the need for metered parking at his restaurant to permit his customers to park for durations up to one hour in order to pick-up their take-out orders. Records no longer indicate the reason for implementing the "No Parking" regulation on the north side of King William. An investigation has revealed that there is sufficient space to allow the installation of three double headed parking meters for six spaces. Therefore, the Traffic Department concurs with the request.


BARTON ST. W.
BARTON STREET EAST
COLBORNE ST.
SEVERN STREET
JAMES NORTH STREET
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
FERGUSON AVENUE
ROBERT STREET
MULBERRY ST.
CANNON ST. W
CANNON STREET EAST
VINE ST.
WILSON STREET
KELLY STREET
YORK BLVD.
REBECCA STREET
KING WILLIAM STREET
KING ST. W
KING STREET EAST
MAIN ST. W.
MAIN STREET EAST
JACKSON ST. W.
JACKSON STREET EAST
WALNUT
JARVIS
SPRING
BOWEN
E-1/S-388
J/S-378
D/S-914
L-mr-2
H/S-472
JJ/S-378
J/S-378c
E-3/S-332
J/S-378b
J/S-378
H/S-640a
J/S-378d
A/S-657b
J/S-125
H/S-334
D/S-967
CR-3
H/S-473
J/S-473
E-3/S-334
I/S-478a
E-3
I/S-473
CR-3/S-473
H/S-473
CR-3
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 84-76
SITE PLAN CONTROL BY-LAW 82-234

107 | 106 | 69

6g(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Dunsmure Road, west of Ottawa Street North - Parking Regulations. [TEC-93-91]

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Dunsmure Road between Ottawa Street North and Grosvenor Avenue North be removed; and

b) That the existing "No Stopping" regulation on the south side of Dunsmure Road which commences at Ottawa Street North and extends to a point 60 feet westerly therefrom be extended such that the prohibition extends to a point 357 feet west of Ottawa Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

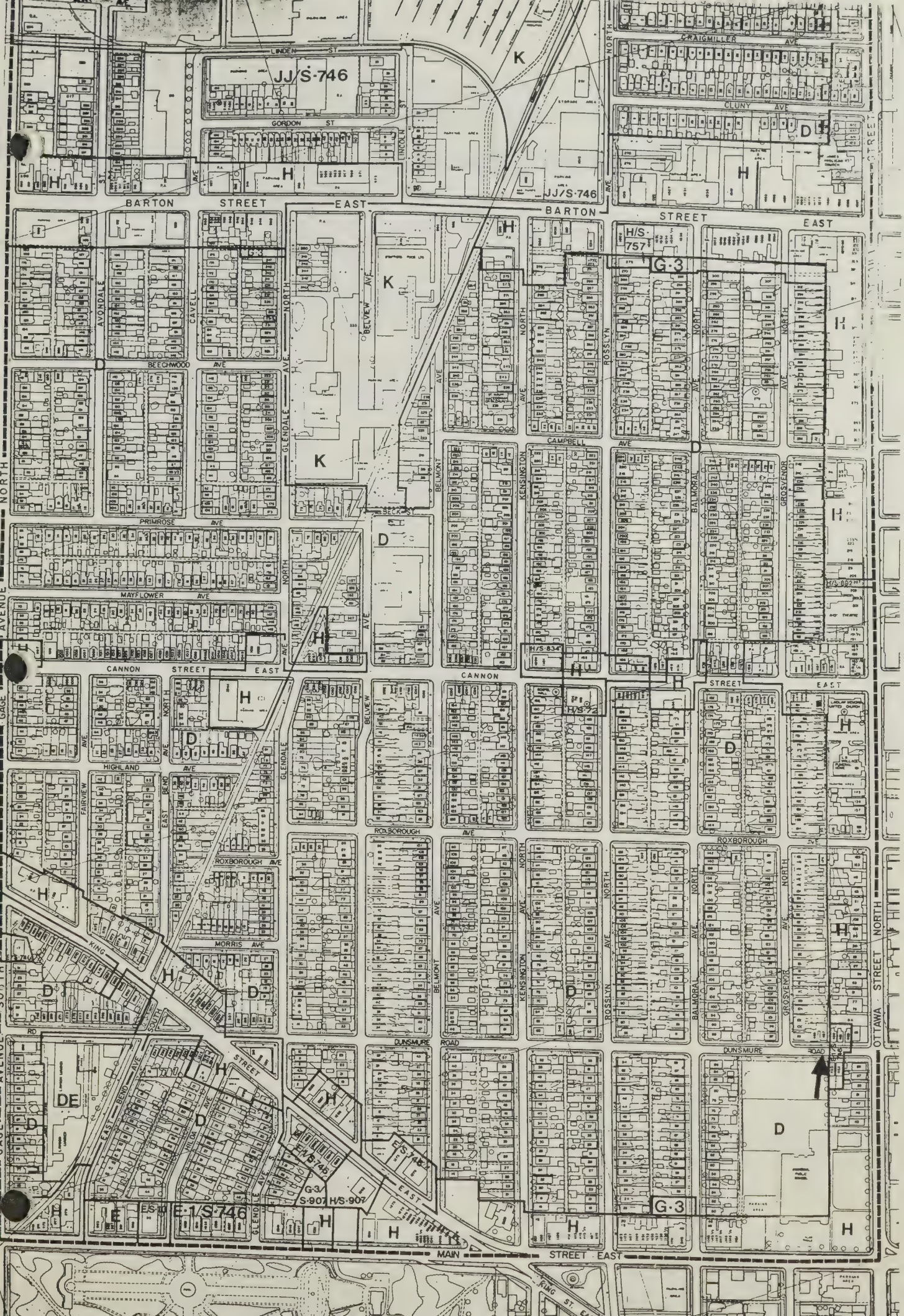
BACKGROUND:

Alderman Brian Hinkley recently advised of concerns by the residents of Dunsmure, west of Ottawa, regarding the parking situation on the street in this area. A petition was subsequently received, signed by representatives of all of the nine one, two and three family dwellings abutting Dunsmure between Ottawa and Grosvenor, requesting that the existing "Alternate Side Parking" regulation be removed and that stopping be prohibited at all times on the south side of the street between Ottawa and Memorial Public School. All nine residents who signed the petition are in favour of the requested regulation.

Dunsmure has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street except for 60 foot "No Stopping" regulations on both sides of Dunsmure immediately west of Ottawa. There is also a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street adjacent to the school property.

The resident who circulated the petition has expressed concern that patrons of the Tim Horton's at Dunsmure and Ottawa frequently stop their vehicles on the "No Parking" side of the street under the "Alternate Side Parking" regulation for short time periods while purchasing coffee. Since the Tim Horton's has an off-street parking area, it is assumed that many of the customers are stopping on the street as a matter of convenience, and the requested regulations should not create any serious parking difficulties for Tim Horton's. The requested regulations would mean that parking would still be allowed on one side of the street, but loading and unloading could no longer take place on the opposite side of the street. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

An investigation has revealed that the 50 foot "No Stopping" clearance for the supervised school crosswalk is missing on the south side of Dunsmure, west of Grosvenor. Therefore, in accordance with a general By-law provision, the clearance will be erected, and the net result will be that stopping will be prohibited at all times on the south side of Dunsmure from 50 feet west of Grosvenor to Ottawa. Parents picking up and dropping off their children at the rear of Memorial Public School can continue to do so immediately west of the proposed "No Stopping" regulation or on the opposite side of the street.


JJ/S-746
LINDEN ST
GORDON ST
LINCOLN ST
CRAIGMILLER AVE
CLUNY AVE
BARTON STREET EAST
H/S-757
G-3
AVONDALE
CAVELL
NORTH
BELVIEW AVE
ROSSLYN
BEECHWOOD AVE
GLENDALE AVE
CAMPBELL AVE
BELMONT
KENSINGTON
BALMORAL
GROSVENOR
PRIMROSE AVE
BECK ST
MAYFLOWER AVE
H/S-834
H/S-72
CANNON STREET EAST
HIGHLAND AVE
FAIRVIEW
ROXBOROUGH AVE
MORRIS AVE
KING
SOUTH
RD
DUNSMURE ROAD
STREET
EAST
BEND
ES-746
E-1/S-746
G-3
S-907
H/S-907
MAIN STREET EAST
OTTAWA STREET NORTH
GAGE AVENUE SOUTH

6g(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 23

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East 38th Street, south of Fennell Avenue - Parking Regulation. [TEC-101-91]

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of East 38th Street commencing at a point 295 feet south of Fennell Avenue and extending to a point 25 feet southerly therefrom; and

b) That a "No Parking" corner clearance be implemented on the west side of East 38th Street commencing at Fennell Avenue and extending to a point 104 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of various concerns from one of his constituents on behalf of parents picking up and dropping off their children at the rear of Blessed Sacrament School on East 38th Street, related to traffic conditions on East 38th, south of Fennell.

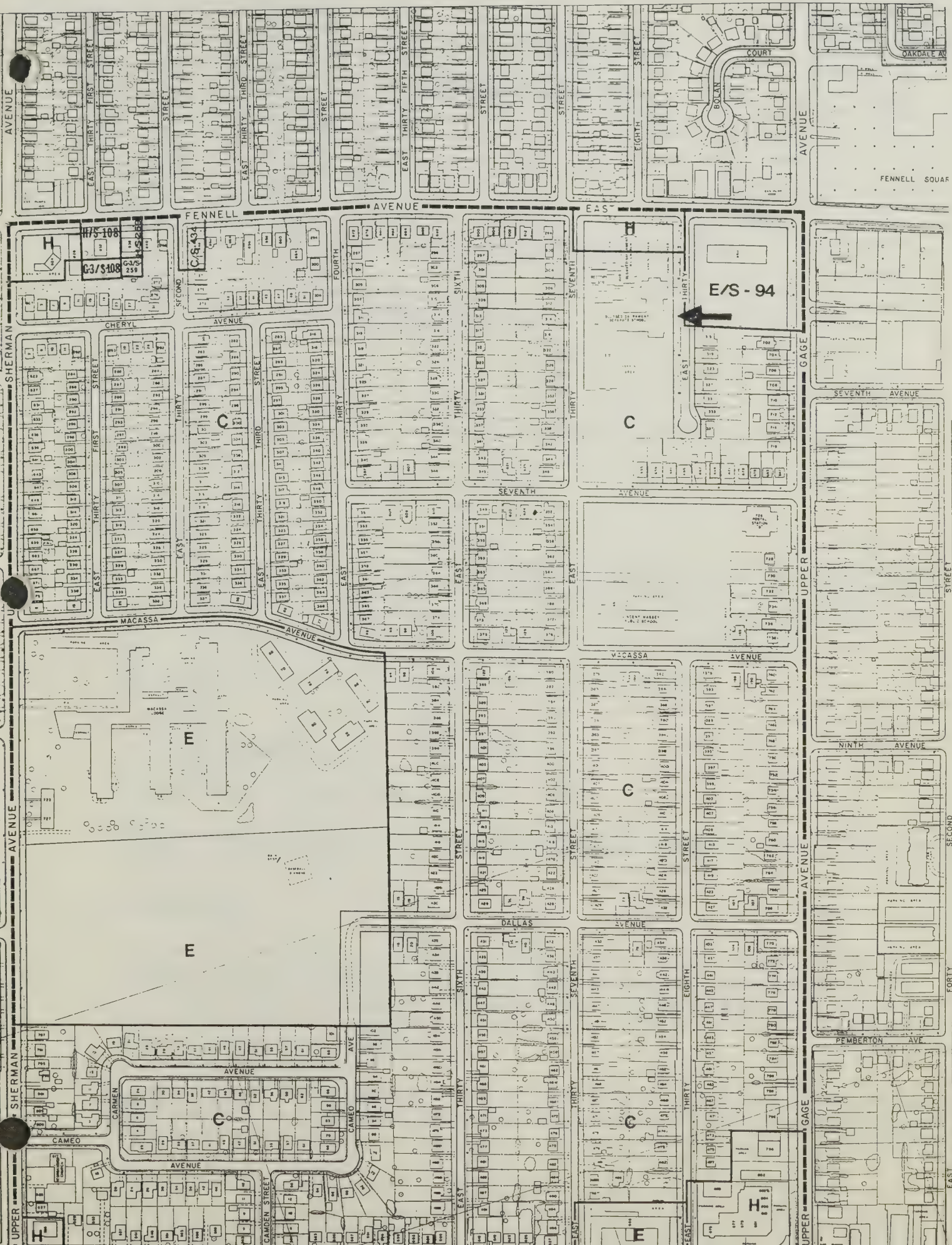
A church parking lot and the rear of Blessed Sacrament School occupy the west side of East 38th Street between Fennell and the south end. East 38th has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department recently spoke to Ms. Pat Zettel, Principal of Blessed Sacrament School, who confirmed that there is a need for a wheelchair loading zone for loading and unloading handicapped children at the rear of the school. Therefore, the Traffic Department recommends that a wheelchair loading zone be implemented on the west side of East 38th adjacent to the walkway to the school.

Also, an investigation has revealed that a corner clearance is required at the intersection of Fennell and East 38th to facilitate turning movements at the intersection. Therefore, the Traffic Department recommends that parking be prohibited on the west side of East 38th commencing at Fennell and extending to a point 104 feet southerly therefrom.

In accordance with general Traffic By-law provisions, a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation will be implemented on the west side of East 38th across the school property as an additional safety measure to improve visibility for children crossing the roadway. Additionally, the Traffic Department has issued a work order to erecting a "No Stopping" regulation on the west side of East 38th, 30 feet north and south of the walkway to the school to prevent motorists from stopping their vehicles in this critical pedestrian area while picking up and dropping off their children.

There are seven homes on the east side of the block and a large apartment building at the south-east corner of Fennell and East 38th. All of the residential properties have driveways and the apartment building has off-street parking in accordance with Zoning By-law requirements. Unrestricted parking would remain on the east side of the street, and on the west side after 6:00 p.m., Monday to Saturday and all day on Sundays. Therefore, the proposed regulations should not create any parking difficulties for area residents.


FENNELL AVENUE EAST
FENNELL SQUAR
OAKDALE AV
BOLAN COURT
EAST THIRTY FIRST STREET
EAST THIRTY THIRD STREET
EAST THIRTY FIFTH STREET
EIGHTH STREET
H/S 108
G-3/S 108
G-3/S 259
C/S 434
SECOND AVENUE
FOURTH STREET
SIXTH STREET
SEVENTH STREET
E/S - 94
CHERYL AVENUE
SHERMAN AVENUE
GAGE AVENUE
UPPER
SEVENTH AVENUE
MACASSA AVENUE
NINTH AVENUE
DALLAS AVENUE
PEMBERTON AVE
CAMEO AVENUE
CARMEN AVE
CAMDEN STREET
EAST THIRTY FIRST STREET
EAST THIRTY THIRD STREET
EAST THIRTY SIXTH STREET
EAST THIRTY SEVENTH STREET
EAST THIRTY EIGHTH STREET
SECOND STREET
FORTY STREET
C
E
H

6g(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Devonport Street, south of York Boulevard - Parking Regulations.
[TEC-100-91]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Devonport Street between York Boulevard and Tom Street be shortened, such that the regulation commences at a point 171 feet south of York Boulevard and extends to Tom Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Larry Hodgson, Manager of Building Services for the Simcoe Erie Group, 505 York Boulevard, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be removed from the east side of Devonport Street adjacent to this business in order to provide additional parking for their employees.

Devonport has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

Mr. Hodgson has expressed concern regarding the lack of available off-street parking for their employees. A site investigation has revealed that their off-street parking lot is generally fully utilized as is the private parking lot across the street which their employees use. Periodic observations reveal that Devonport is lightly parking during the day, and Traffic Department records indicate that less than half of the abutting residents have purchased permits to exempt their vehicles from the signed time limit during the day. Therefore, removal of the signed time limit from in front of this business should not create any parking difficulties for area residents and the Traffic Department concurs with the request.


SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-025
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
A/S-569
A/S-450
D/S-450
A/S-450
E-3/S-366
H/S-743
H/S-745
H/S-481
H/S-863
H/S-603
H/S-630
H/S-555
H/S-641
Lmr-2
Lmr-21
S-717a1
CRESCENT
JONES
STREET
WOODBINE
NORTH
DEVONPORT
TOM
STREET
LOCHEARNE
STREET
SUNSET
AVENUE
BAKER
STREET
BREADALBANE
DUNDURN
FLORENCE
STREET
LAMOREAUX
STREET
HEAD
STREET
HUNT
STREET
STRATHCONA
AVENUE
INCHBURY
KINNELL ST
YORK
STREET
LOCKE
STREET
WEST
STREET
SOUTH
EDISON ST
G-3/S-898
H/S-1019
CR-2
G-3
A
D
E
H

6g(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 27

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

William Street between Barton Street East and Birge Street - Parking Regulations. (TEC-99-91)

RECOMMENDATIONS:

a) That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of William Street between Barton Street East and Birge Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

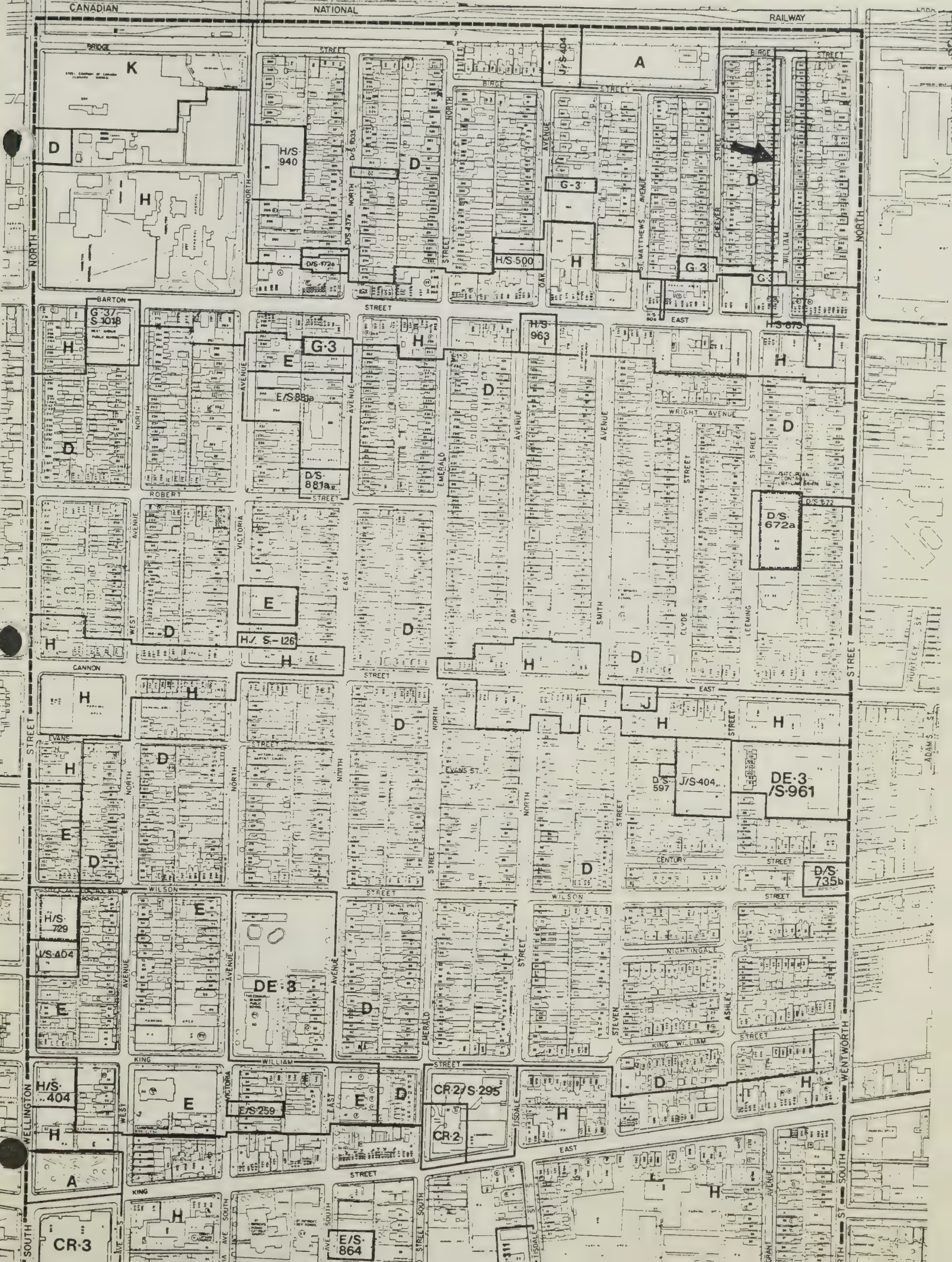
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 44 of the 65 one, two and three family dwellings abutting William Street between Barton and Birge requesting that, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of the street.

William has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street. The resident who circulated the petition has expressed concern regarding abutting residents who have off-street parking available, but who park on the street for long time periods. The implementation of the requested regulation may reduce

long-term parking by those residents with driveways who park on the street as a matter of convenience since they may choose to park in their driveways rather than purchase permits. However, residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 68 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CANADIAN NATIONAL RAILWAY
BRIDGE STREET
BIRGE STREET
NORTH
BARTON STREET
EAST
ROBERT STREET
WRIGHT AVENUE
CANNON STREET
EVANS ST
WILSON STREET
CENTURY STREET
NIGHTINGALE ST
KING WILLIAM STREET
KING STREET
WELLINGTON
WENTWORTH
SOUTH
K
D
H
A
H/S-404
H/S-940
D/S-1035
D/S-437a
D/S-972a
H/S-500
G-3
H/S-963
H/S-875
G-37
S-1018
E
E/S-881a
D/S-881a
D/S-672a
D/S-672
E
H/S-126
J
D/S-597
J/S-404
DE-3
/S-961
D/S-735b
H/S-729
J/S-404
DE-3
H/S-404
E/S-259
CR-2/S-295
CR-2
CR-3
E/S-864

6g(ix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 23

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Ashley Street - Parking Regulations. (TEC-95-91)

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Ashley Street commencing at Century Street and extending to a point 135 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

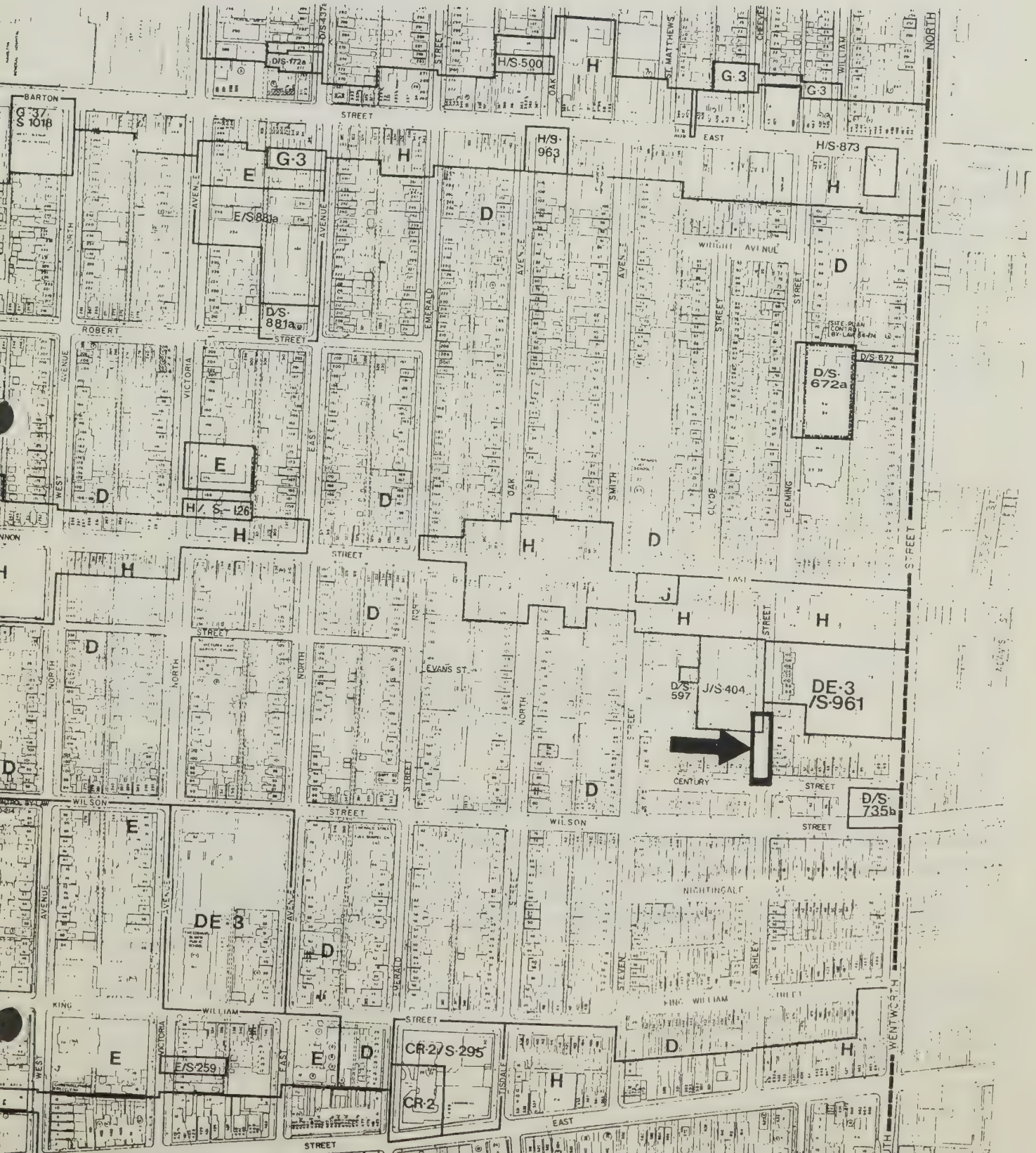
BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the eight one, two and three family dwellings abutting Ashley in the southerly half of the block between Century and Cannon, requesting that a "One Hour Parking Time Limit, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of the street across from their homes.

Ashley has a 24 foot pavement width, and presently, there is unrestricted free parking on the west side, and a "No Parking" regulation on the east side of the street in this area. There is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side in the northerly half of the block to create a parking turnover for the abutting business.

Mrs. Kahgee has advised that drivers for "Yellow Cab", located at No. 430 Cannon Street East, are parking their private vehicles on the street during the day. The implementation of the requested regulation would eliminate long-term non-resident parking on the street and area residents would be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation the Traffic Department concurs with the request.

A representative of Yellow Cab has advised that they have no off-street parking available for employee's vehicles. Therefore, the proposed regulation will likely transfer these vehicles to other residential streets in this vicinity.


BARTON
G-37
S 101B
D/S-172a
H/S-500
H
G-3
G-3
ST. MATTHEWS
CREEKE
WILLIAM
NORTH
STREET
OAK
EAST
H/S-963
H/S-873
G-3
E
E/S-881a
D/S-881a
ROBERT
STREET
AVENUE
NORTH
VICTORIA
EMERALD
D
WRIGHT AVENUE
STREET
D/S-672
D/S-672a
E
D
H/S-126
H
STREET
SMITH
CLYDE
LEEMING
J
H
H
STREET
D
D
EVANS ST
D/S-597
J/S-404
DE-3
/S-961
CENTURY
STREET
D/S-735b
WILSON
STREET
E
DE-3
D
NIGHTINGALE
ASHLEY
STEVEN
KING
WILLIAM
STREET
E
E/S-259
E
D
CR-2/S-295
CR-2
H
D
H
WENTWORTH
EAST
STREET

6g(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 14

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East 11th Street between Concession Street and Mountville Avenue - Parking Regulation. (TEC-91-91)

RECOMMENDATION:

a) That in conjunction with the existing "Alternate Side Parking" regulation a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of East 11th Street between Concession Street and Mountville Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

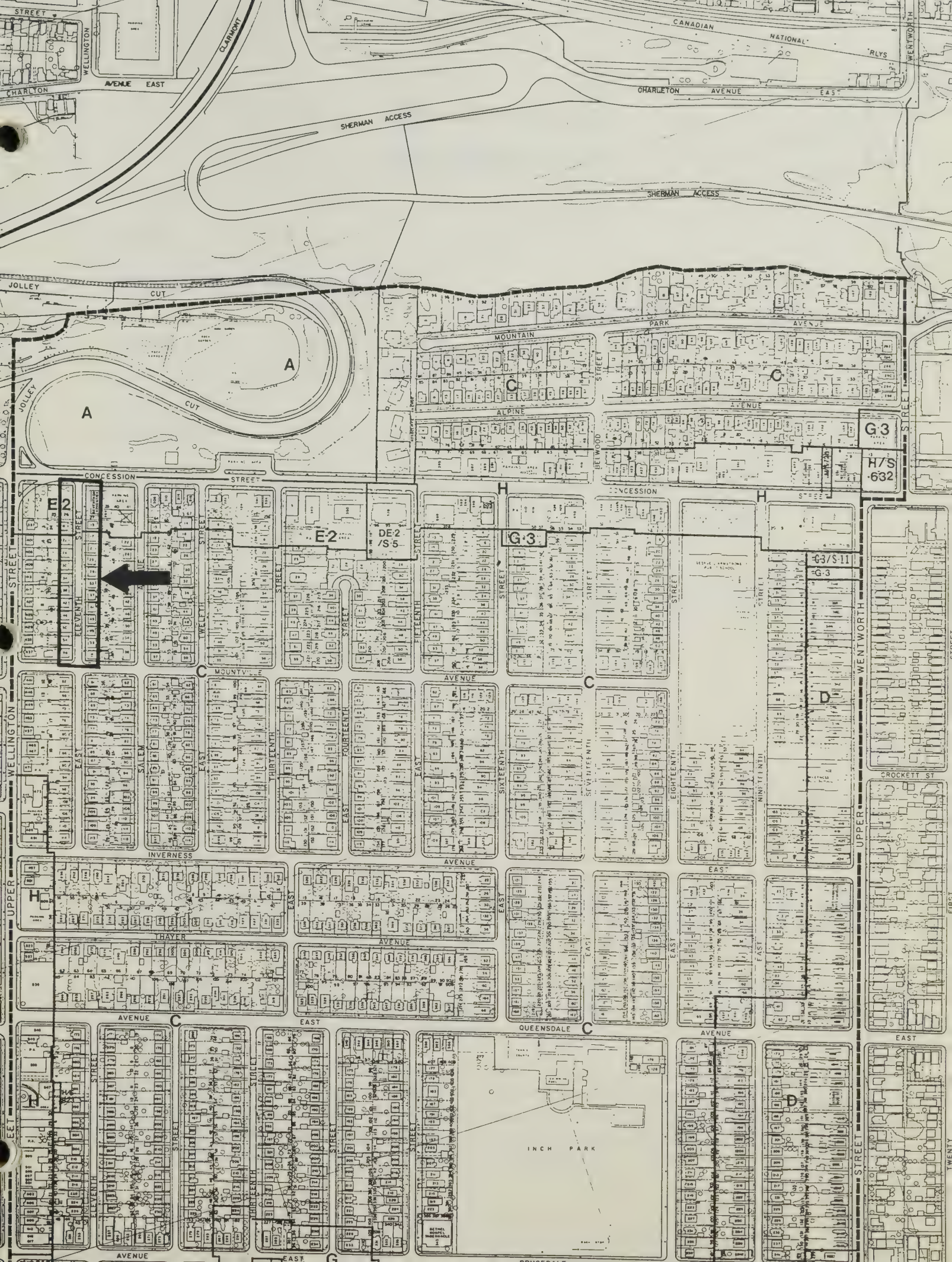
Sufficient funds are provided in the 1991 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 14 of the 23 abutting residential properties requesting that, in conjunction with the existing "Alternate Side Parking" regulation, a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday," regulation be implemented on East 11th between Concession and Mountville. All of the petitioners support the request including two additional residents who were contacted by telephone.

East 11th has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has

expressed concern regarding long-term non-resident parking by H.S.R. bus drivers who leave their vehicles on this street and make bus connections to Downtown Hamilton. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year (plus G.S.T.) per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CANADIAN NATIONAL RLYS
CHARLTON AVENUE EAST
SHERMAN ACCESS
JOLLEY CUT
MOUNTAIN PARK AVENUE
ALPINE AVENUE
BELWOOD STREET
CONCESSION STREET
WELLINGTON STREET
CLARMONT STREET
WENTWORTH STREET
UPPER WENTWORTH STREET
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
TWENTY FIRST STREET
MOUNTVIEW AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
CROCKETT ST
SALEM EAST
INCH PARK
A
C
D
E-2
DE-2 /S-5
G-3
G-3/S-11
H/S 632
H

6g(xi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 9

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Side of Bendamere Avenue between West 32nd and West 34th Streets - Parking Regulations. (TEC-88-91)

RECOMMENDATION:

a) That parking be prohibited on the south side of Bendamere Avenue between West 32nd and West 34th Streets; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

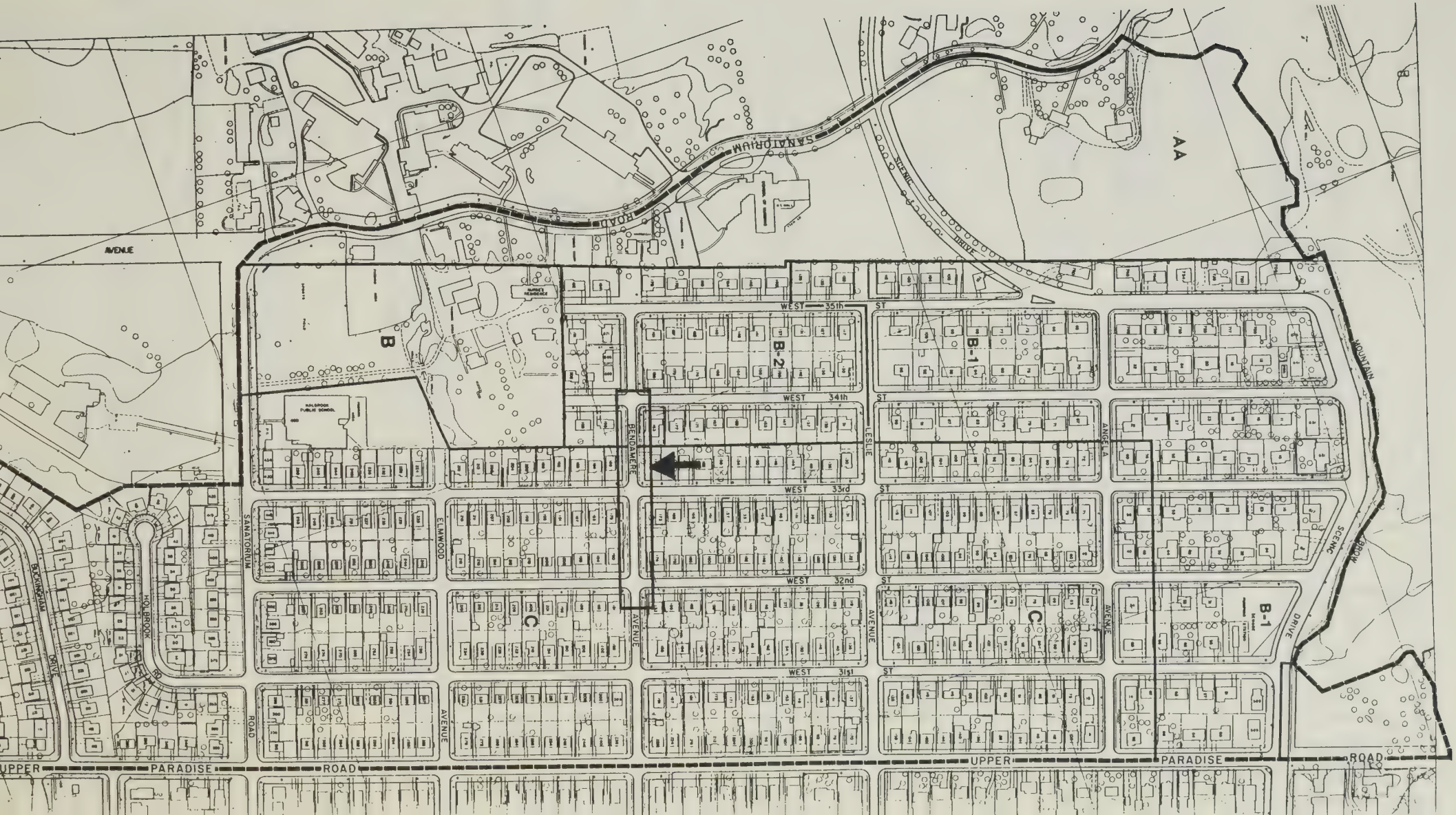
BACKGROUND:

Alderman Tom Murray has advised that he wishes to initiate a parking prohibition on the south side of Bendamere Avenue between West 32nd and West 34th Streets, because the area is generally solidly parked by employees of the Chedoke Hospital.

An investigation has revealed that Bendamere Avenue has a 28 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side between West 32nd and West 34th.

The Traffic Department would generally consider a parking prohibition on both sides of a local residential street to be over restrictive and unnecessary. However, since there are no properties fronting on this section of roadway, and since Alderman Murray has advised that he wishes to initiate a parking prohibition on the south side of the street without requiring a petition, the Traffic Department supports this request.

All of the eight flanking residential properties have off-street parking provided, and parking would still be permitted on the adjacent streets. Therefore, the Traffic Department would not anticipate any parking difficulties for area residents.


AA
B
B-1
B-2
C
SANATORIUM
ROAD
AVENUE
DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENDAMERE
LESLIE
ANGELA
ELMWOOD
SANATORIUM
BUCKINGHAM
HOLBROOK
MOUNTAIN
SCENIC
BROOK
UPPER PARADISE ROAD
UPPER PARADISE ROAD

6g(xii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 06

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 145 Grant Avenue - Request for a Reserved Permit Parking space for a Handicapped Resident. (TEC-104-91)

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the east side of Grant Avenue commencing at a point 99 feet south of Delaware Avenue and extending to a point 22 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Evelyn Balli, 145 Grant Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

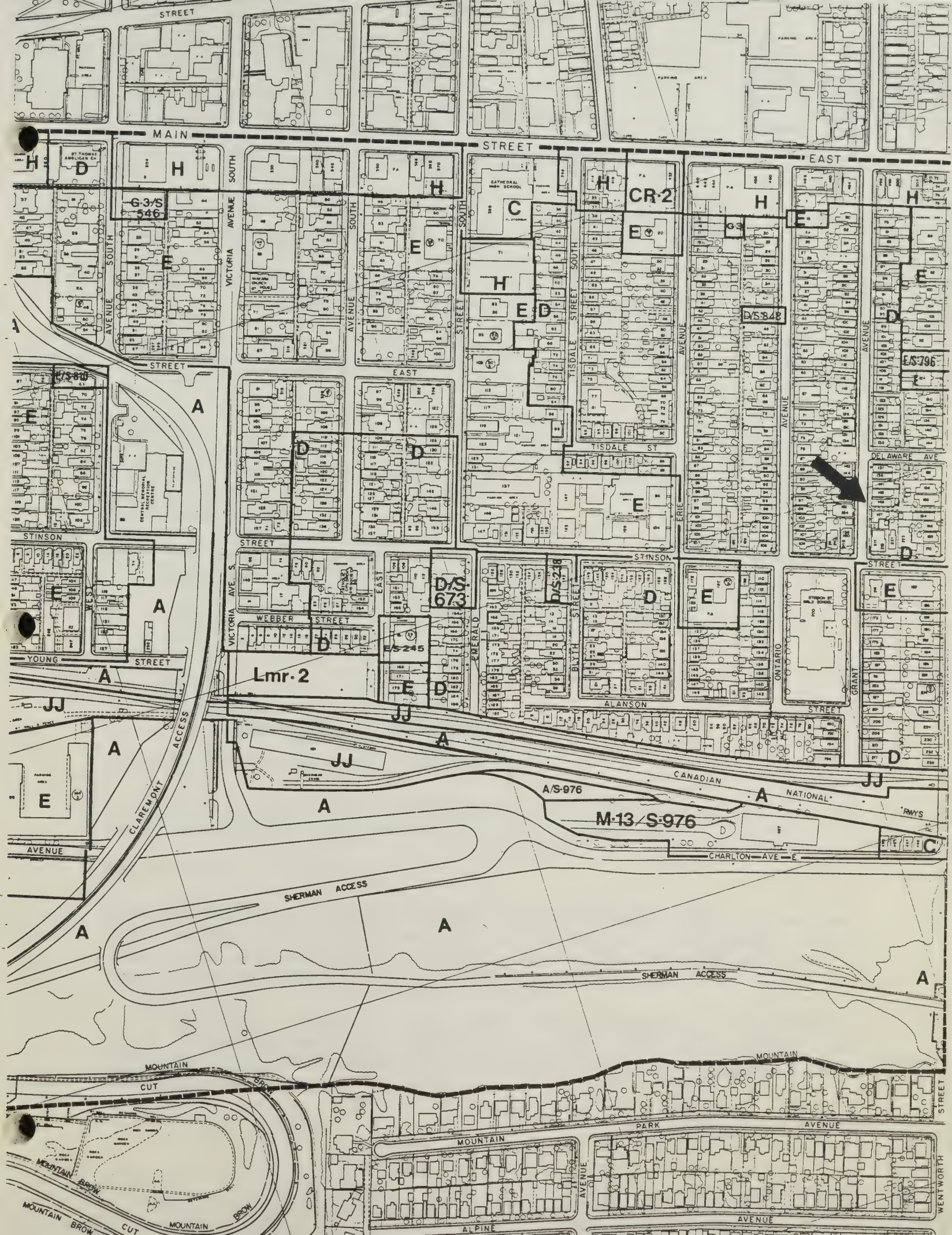
BACKGROUND:

The Traffic Department has received a request from Mrs. Evelyn Balli, 145 Grant Avenue, that a reserved "Permit Parking" space be implemented on the street in front of her home since her husband is handicapped.

Grant has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. There is an alley flanking this property signed "No Parking" and there is no suitable off-street parking available on the property itself. Normal policy is to implement one space on each side of the street under the "Alternate Side

Parking" regulation. However, Mrs. Balli has requested that the space be reserved only during the times when parking is allowed on the east side of the street since she does not wish to impose upon her neighbours.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Mrs. Balli's husband possesses a valid handicapped permit. Therefore, the Traffic Department concurs with this request.


MAIN STREET EAST
SOUTH VICTORIA AVENUE
SOUTH AVENUE
SOUTH STREET
TISDALE STREET SOUTH
TISDALE ST
DELAWARE AVE
STINSON STREET
WEBER STREET
YOUNG STREET
ALANSON STREET
CANADIAN NATIONAL RWYS
CLAREMONT ACCESS
SHERMAN ACCESS
CHARLTON AVE E
MOUNTAIN BROW CUT
MOUNTAIN BROW
MOUNTAIN PARK AVENUE
ALPINE AVENUE
WENTWORTH STREET
EMERALD
BLITH STREET
ERIE
ONTARIO
GRANT
VICTORIA AVE S
CATHEDRAL HIGH SCHOOL
ST. THOMAS ANGLICAN CH
CENTRAL MEMORIAL RECREATION CENTRE
STINSON ST. JR. HIGH SCHOOL
G-3/S 546
CR-2
G3
D/S 848
E/S 796
E/S 810
D/S 673
D/S 238
E/S 245
Lmr-2
A/S-976
M-13/S-976

6g(xiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Braemar Place, east of Garth Street - corner clearance. (TEC-97-91)

RECOMMENDATION:

a) That stopping be prohibited on the north side of Braemar Place between Garth Street and a point 96 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

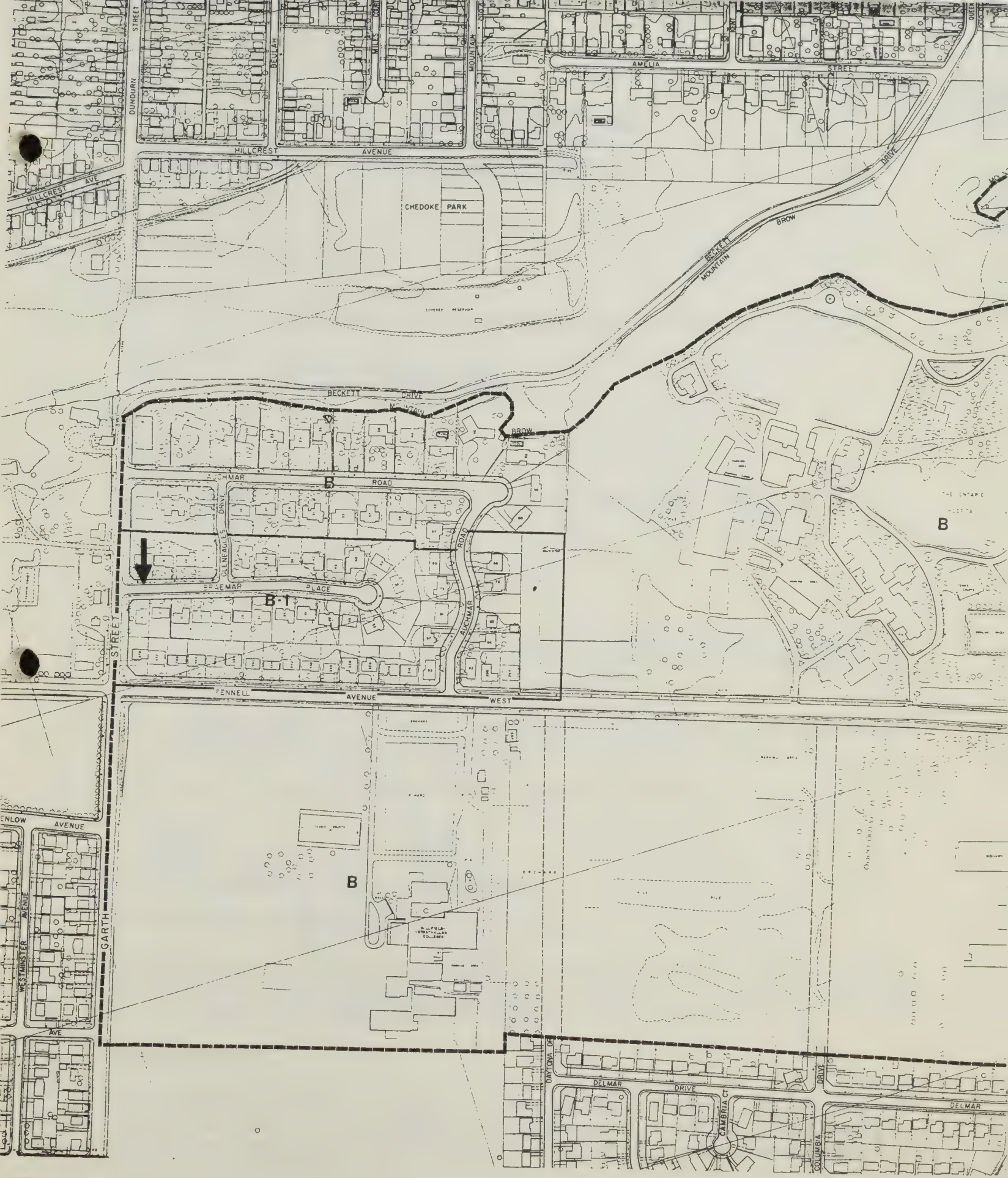
Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross has advised of a request by Mr. H.P. Gentile, 4 Braemar Place, that a "No Stopping" corner clearance be implemented on the west side of Braemar, east of Garth, in front of his home. Braemar Place has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this. Therefore, the Traffic Department supports the implementation of a corner clearance on the north side of Braemar, east of Garth, in order to facilitate turning movements at the intersection.

The proposed "No Stopping" corner clearance will result in a loss of approximately two on-street parking spaces, directly in front of the applicant's home. However, all of the abutting residential properties in the vicinity have off-street parking provided. Therefore, no parking problems would be anticipated.


DUNDURN STREET
BEULAH
MOUNTAIN
AMELIA
STREET
HILLCREST AVENUE
HILLCREST AVE
CHEDOKE PARK
BECKETT MOUNTAIN DRIVE
BROW
BECKETT DRIVE
BROW
ROAD
B
B
B-1
B
STREET
FENNELL AVENUE WEST
AVENUE
GARTH
WESTMINSTER AVENUE
AVE
DAYTONA DR
DELMAR DRIVE
DRIVE
DELMAR
CAMBRIA CT
COLUMBIA

6g(xiv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 16

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 190 Picton Street East - Request for a Reserved Permit Parking Space for a Handicapped Resident. [TEC-94-91]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East commencing at a point 70 feet east of Ferguson Avenue North and extending to a point 19 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue upon request, one parking permit to Ms. Jane Caprice, 190 Picton Street East; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

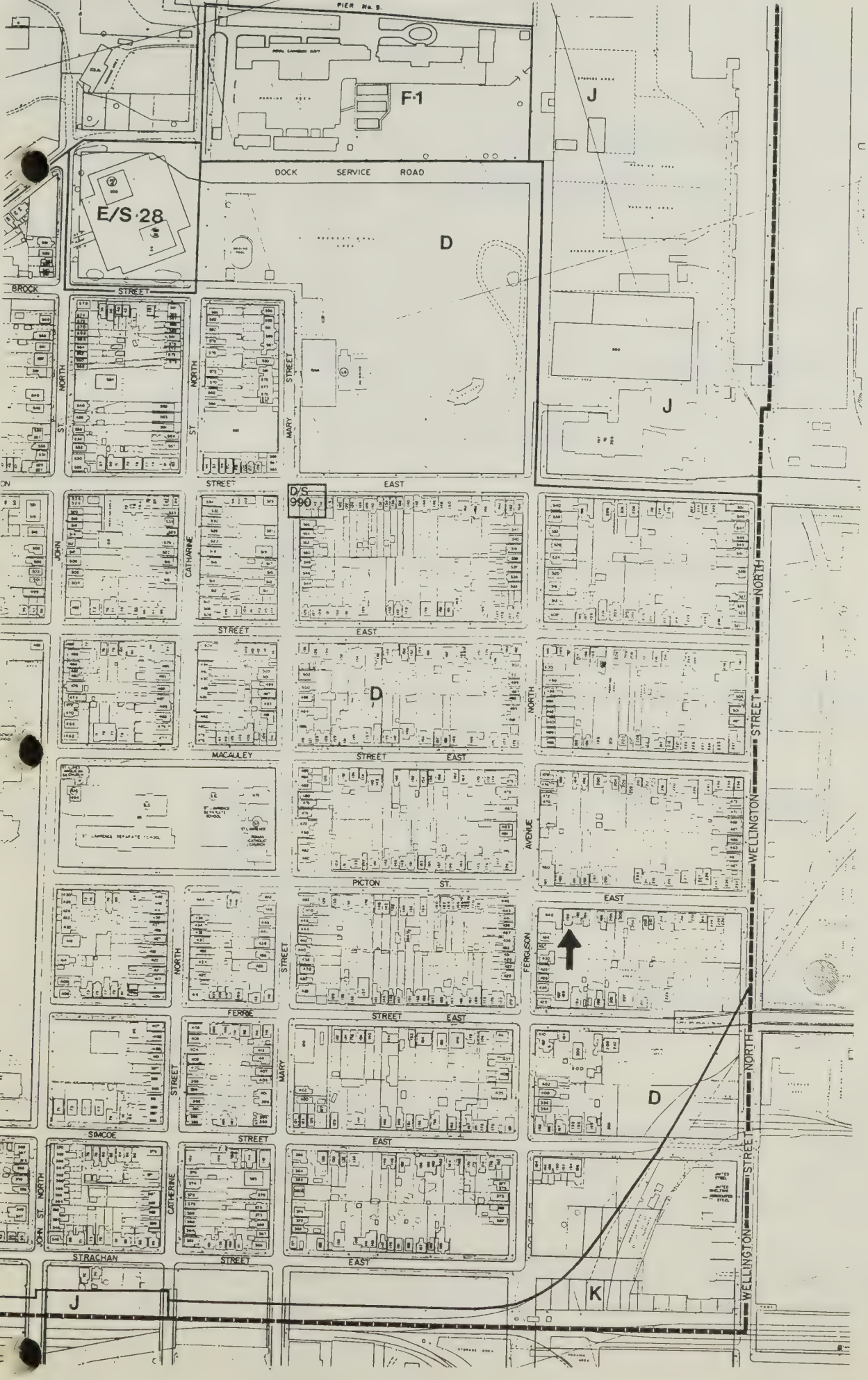
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Ms. Jane Caprice, 190 Picton Street East, that a reserved "Permit Parking" space be designated on the south side of Picton in front of her home since she is handicapped. Presently, there is unrestricted parking on both sides of Picton in this area.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that the applicant possesses a valid handicapped permit. An investigation has revealed that there is no off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.


PIER No. 9
F-1
J
DOCK SERVICE ROAD
E/S 28
D
BROCK STREET
NORTH ST
NORTH ST
MARY STREET
STREET EAST
D/S 990
JOHN
CATHARINE
STREET EAST
NORTH STREET
D
MACAULEY STREET EAST
AVENUE
WELLINGTON
PICTON ST.
EAST
NORTH STREET
FERGUSON
FERRIE STREET EAST
STREET
MARY
D
SIMCOE STREET EAST
CATHERINE
JOHN ST. NORTH
STRACHAN STREET EAST
J
K
WELLINGTON STREET NORTH

6g(xv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 580 Rennie Street - Driveway Clearance. [TEC-87-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the south side of Rennie Street commencing at a point 24 feet west of the west curb line of Tate Avenue and extending to a point 204 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

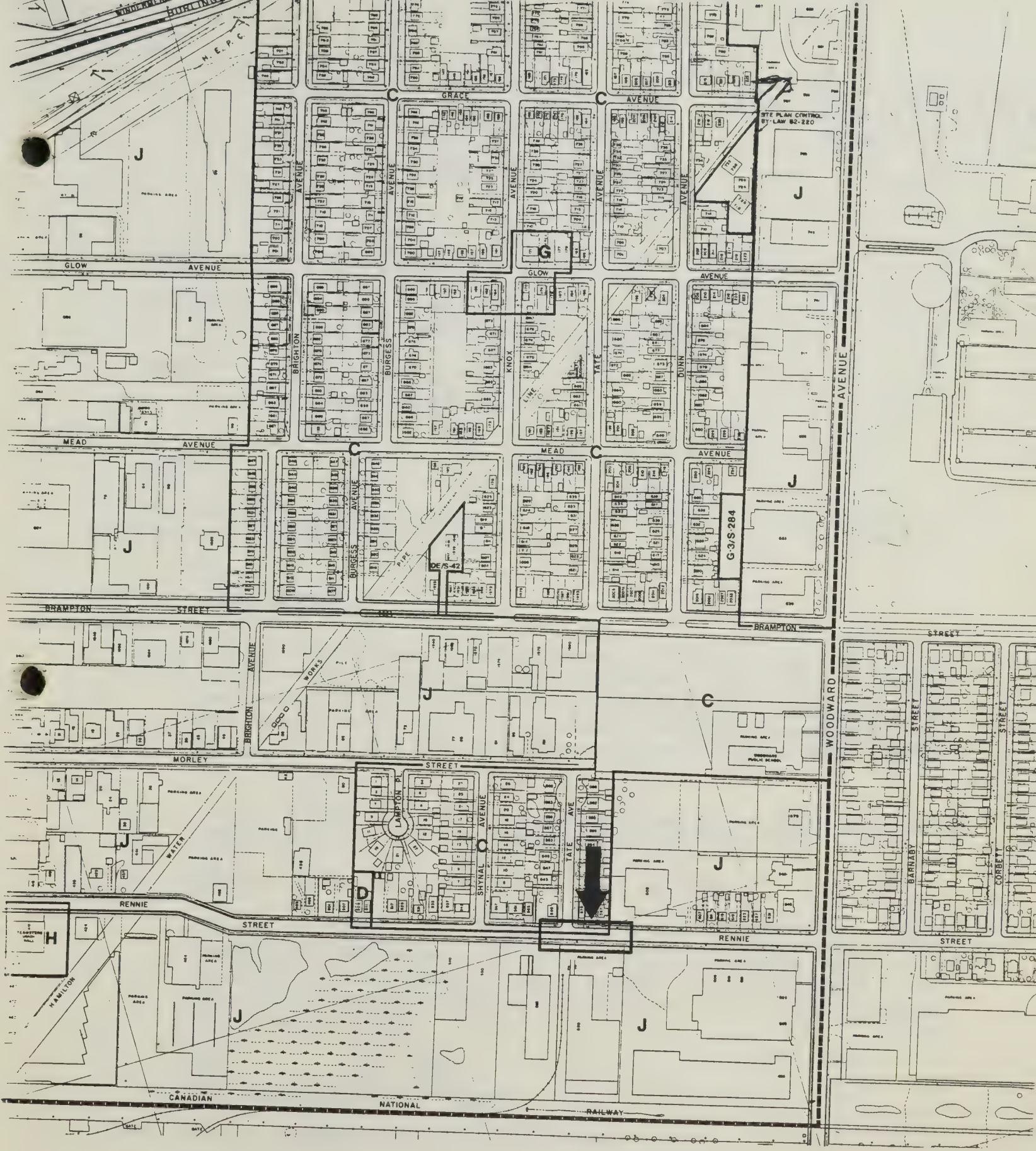
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Pearce Cartage and Warehousing, 580 Rennie Street, that driveway clearances be implemented on the south side of Rennie at the two entrances/exits from their business to facilitate truck movements into and out of their property. Rennie has a 39 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this area.

An investigation has confirmed that parked vehicles adjacent to their entrances/exits make turning movements for trucks difficult and obstruct visibility for other motorists attempting to enter the street. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of approximately five legal on-street parking spaces directly in front of Pearce Cartage and Warehousing. However, since both of the residential properties on the north side of the street have driveways, and since parking would be permitted on the south side for the remainder of the block, the Traffic Department does not anticipate any parking problem for area residents.



75	76	76
75	109	108
105	100	99

This is not a Legal Document
For Zoning Verification Please

CITY OF HAMILTON

PARKVIEW WEST

ZONING

6g(xvi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 590 East 27th Street - Request for a Reserved "Permit Parking" Space for a Handicapped Resident. [TEC-84-91]

RECOMMENDATION:

a) That in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of East 27th Street commencing at a point 31 feet north of Mohawk Road and extending to a point 20 feet northerly therefrom and on the east side of East 27th Street commencing at a point 30 feet north of Mohawk Road and extending to a point 19 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. and Mrs. Strauch, 590 East 27th Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

d) That, in accordance with a general Traffic By-law provision a "No Stopping" regulation be implemented on the east side of East 27th Street commencing at Mohawk Road and extending to a point 30 feet northerly therefrom and on the west side of East 27th Street commencing at Mohawk road and extending to a point 31 feet northerly therefrom.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year fee for the permit will off-set the cost to some degree.

BACKGROUND:

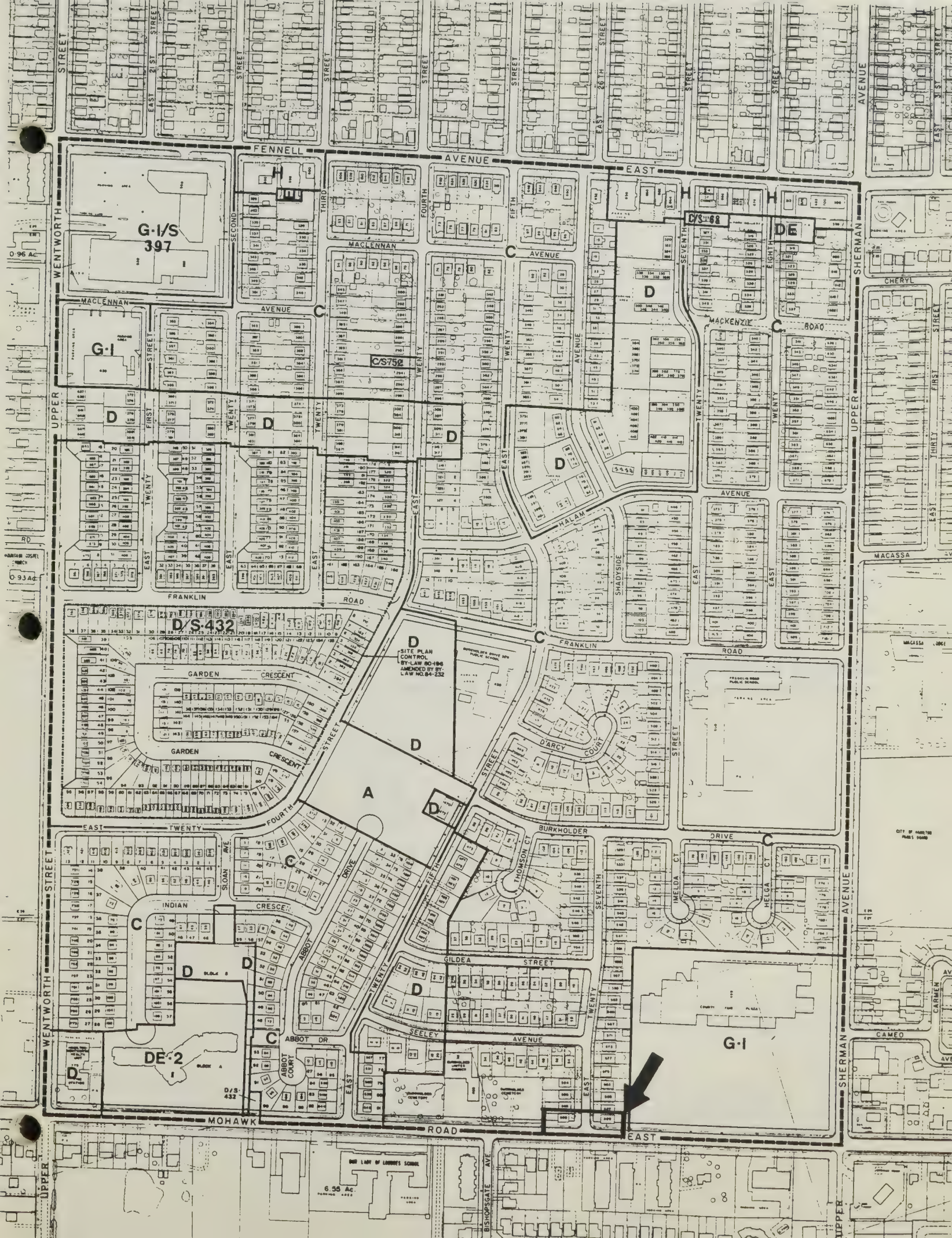
Alderman Henry Merling has advised of a request from Mr. and Mrs. Strauch, 590 East 27th Street, that a "Permit Parking" regulation be implemented on the street in front of her home since her husband is handicapped.

East 27th has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Also, City Council, at it meeting held 1991 April 30, approved a recommendation to implement a "Three Hour Parking Time Limit, 24 hours a day, Monday to Saturday" regulation on both sides of East 27th between Mohawk and Seeley. These signs will be erected shortly.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Strauch possess a valid handicapped permit. There is a driveway at the rear of this property off Mohawk. However, since the applicant wishes to park his vehicle directly in front of his house on East 27th, the Traffic Department has no objection to this request.

Since there is an "Alternate Side Parking" regulation on the street in this area, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. Mr. Paul Bieggar, 589 East 27th Street, is the neighbour immediately opposite Mr. and Mrs. Strauch's home, and this resident has telephoned the Traffic Department advising that he has no objection to having the necessary signs erected in front of his home. Therefore, the Traffic Department concurs with the request.

Mr. and Mrs. Strauch have also expressed concern regarding parked vehicles on both sides of East 27th immediately north of Mohawk which interfere with turning movements at the intersection. Therefore, in accordance with a general Traffic By-law provision, the Traffic Department will also erect "No Stopping" corner clearances on both sides of East 27th from Mohawk to a point approximately 30 feet northerly therefrom.


FENNELL AVENUE EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER
MOHAWK ROAD EAST
G-I/S 397
G-I
C/S-752
C/S-1168
D/S-432
DE-2
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO.84-232
MACLENNAN AVENUE
MACKENZIE ROAD
CHERYL
MACASSA
FRANKLIN ROAD
GARDEN CRESCENT
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT
IMELDA CT
HELGA CT
GILDEA STREET
SEELEY AVENUE
INDIAN CRESCENT
ABBOT DR.
ABBOT COURT
SLOAN AVE
HALAM
SHADYSIDE
CARMEN
CAMEO
BISHOPSGATE AVE
OUR LADY OF LOURDES SCHOOL
6.35 Ac.

6g(xvii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Maplewood Avenue and Balsam Avenue South - Corner Clearances. [TEC-79-91]

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the north side of Maplewood Avenue commencing at Balsam Avenue South and extending to a point 66 feet westerly therefrom; and

b) That a "No Stopping" corner clearance be implemented on the south side of Maplewood Avenue commencing at Balsam Avenue South and extending to a point 79 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

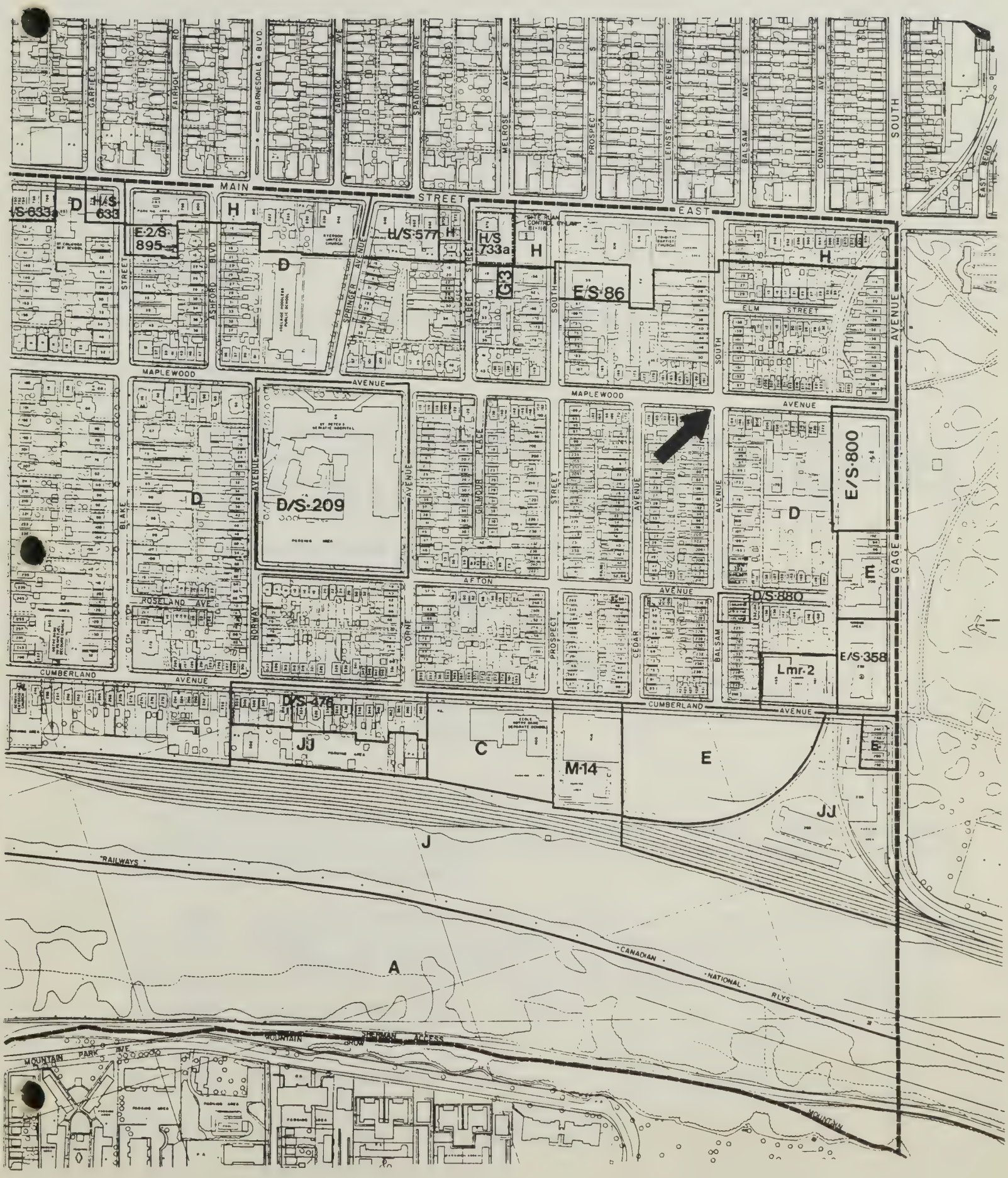
BACKGROUND:

Alderman Brian Hinkley recently asked the Traffic Department to contact Mr. Rackosie, 192 Balsam Avenue South, to discuss his concerns regarding the intersection of Maplewood and Balsam.

Mr. Rackosie originally requested that four-way stop control be implemented at the intersection of Maplewood and Balsam. The Traffic Department explained the criteria used to determine the necessity for this type of intersection control to Mr. Rackosie and

informed him that four-way stop is not warranted at this intersection at this time. However, it was agreed that implementing corner clearances on the north and south sides of Maplewood would improve visibility for northbound and southbound traffic on Balsam attempting to enter Maplewood. Therefore, the Traffic Department recommends that a "No Stopping" regulation be implemented on the north side of Maplewood from Balsam to a point 66 feet westerly and on the south side of Maplewood commencing at Balsam and extending to a point 79 feet easterly therefrom.

The implementation of the proposed regulations will result in a loss of four legal on-street parking spaces. However, all but one of the four abutting residents have available off-street parking and since parking would still be permitted on both sides of Maplewood for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


MAIN STREET EAST
MAPLEWOOD AVENUE
CUMBERLAND AVENUE
ELM STREET
SOUTH
GAGE AVENUE
SPRINGER AVENUE
ALBERT STREET
GILMOUR PLACE
AFTON AVENUE
ROSELAND AVE
BLAKE AVENUE
NORWAY AVENUE
LORNE AVENUE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
CONNAUGHT AVE
LEINSTER AVENUE
MELROSE AVE
SPADINA AVE
CARRICK AVE
BARNESDALE BLVD
FAIRHOLT RD
GARFIELD AVE
ASHFORD BLVD
EAST BEND
D
H/S 633
E/S 895
H
H/S 577
H/S 733a
G3
E/S 86
D/S 209
E/S 800
D/S 880
E/S 358
Lmr 2
D/S 476
JJ
C
M 14
E
J
A
RAILWAYS
CANADIAN NATIONAL RLYS
MOUNTAIN BROW
PEDESTRIAN ACCESS
MOUNTAIN PARK DRIVE

6g(xviii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Sanders Boulevard, west of Cottrill Street - Corner Clearance. [TEC-116-91]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Sanders Boulevard which commences at Cottrill Street and extends to a point 75 feet westerly therefrom be shortened, such that, the regulation commences at Cottrill Street and extends to a point 55 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of relocating the subject sign.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mrs. Adams, 47 Sanders Boulevard, that the existing "No Parking" regulation in front of her home be shortened to provide one additional on-street parking space.

The subject corner clearance was recently implemented to improve visibility at the intersection of Sanders and Cottrill as a result of concerns expressed at a public meeting. However, an investigation has revealed that the regulation could be shortened by approximately 20 feet and still provide adequate clearance at the intersection. Therefore, the Traffic Department concurs with the request.

cc: Alderman Terry Cooke, Ward One


B/S·395
TOWN OF DUNDAS
COOTES
DRIVE
THBD
(HWY 102)
RWY
LANDS OF
McMASTER UNIV
McMASTER UNIVERSITY
WEST CAMPUS
A/S·395
Coldwater Creek
HAMILTON CITY LIMITS
B/S·395
A/S·395
THORNDALE CRESCENT
THORNDALE CRESCENT
C
LAKELET DR.
BINKLEY CRES
SANDERS BOULEVARD
KINGSMOUNT STREET NORTH
HOLLYWOOD STREET NORTH
THORNDALE STREET NORTH
COTTRILL ST
C
H
DALEVIEW CR
WEST PARK AVE
SANDERS BOULEVARD
WESTBOURNE RD
BINKLEY RD
C
E
H
MAIN STREET WEST
MAIN STREET
HOLLYWOOD ST
A
A/S·395
B
RIFLE RANGE ROAD
EWAN ROAD
DRIVE
B. RAILWAY

6h(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 4

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Agnes Street and Campbell Avenue - Intersection Control. (TEC-111-91)

RECOMMENDATION:

a) That southbound traffic on Agnes Street be required to stop for eastbound and westbound traffic on Campbell Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

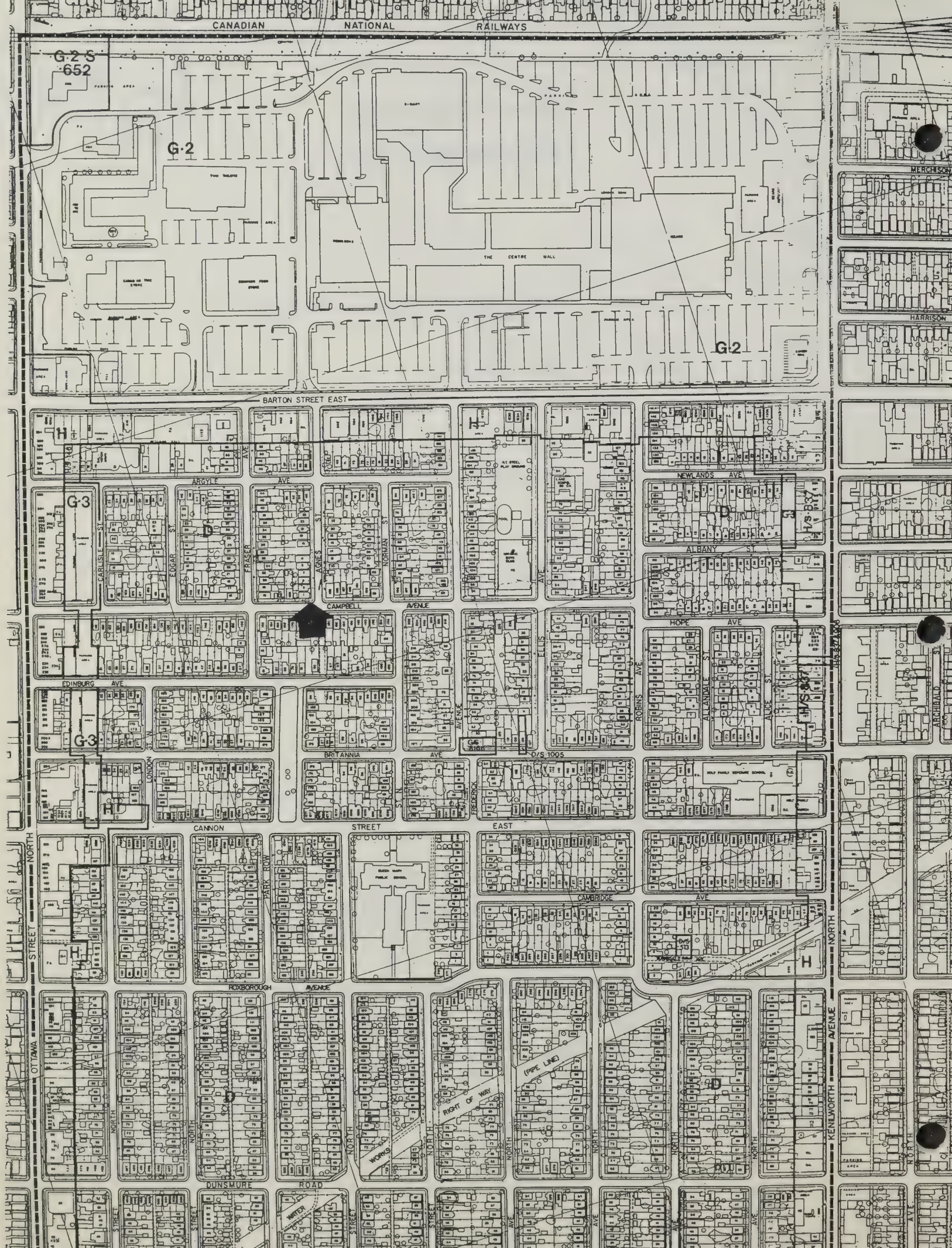
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request dated 1991 June 03, from Mr. Frank Bujak, No. 176 Campbell Avenue, to implement stop control at the intersection of Agnes and Campbell.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been only two reported collisions at this intersection in at least the past eight years. This is a good collision rate for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Agnes would be required to stop for eastbound and westbound traffic on Campbell.


CANADIAN NATIONAL RAILWAYS
G-2 S
652
G-2
THE CENTRE MALL
G-2
MERCHISON
HARRISON
BARTON STREET EAST
ARGYLE AVE
NEWLANDS AVE
ALBANY ST
CARLISLE ST
EDGAR ST
FRASER
AGNES ST
NORMAN ST
CAMPBELL AVENUE
HOPE AVE
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
ARCHIBALD
EDINBURG AVE
BRITANNIA AVE
D/S 1005
LONDON
FREDERICK
CANNON STREET EAST
PARK ROW
CAMBRIDGE AVE
NORTH STREET
OTTAWA
ROXBOROUGH AVENUE
(PIPE LINE)
RIGHT OF WAY
WORKS
KENILWORTH AVENUE
DUNSMURE ROAD
WATER

6h(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Cameo Avenue and Carmen Avenue - Intersection Control.
[TEC-109-91]

RECOMMENDATION:

a) That eastbound traffic on Cameo Avenue be required to stop for northbound and southbound traffic on Carmen Avenue; and

b) That eastbound traffic on Carmen Avenue be required to stop for northbound and southbound traffic on Cameo Avenue; and

c) That the Ctiy Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

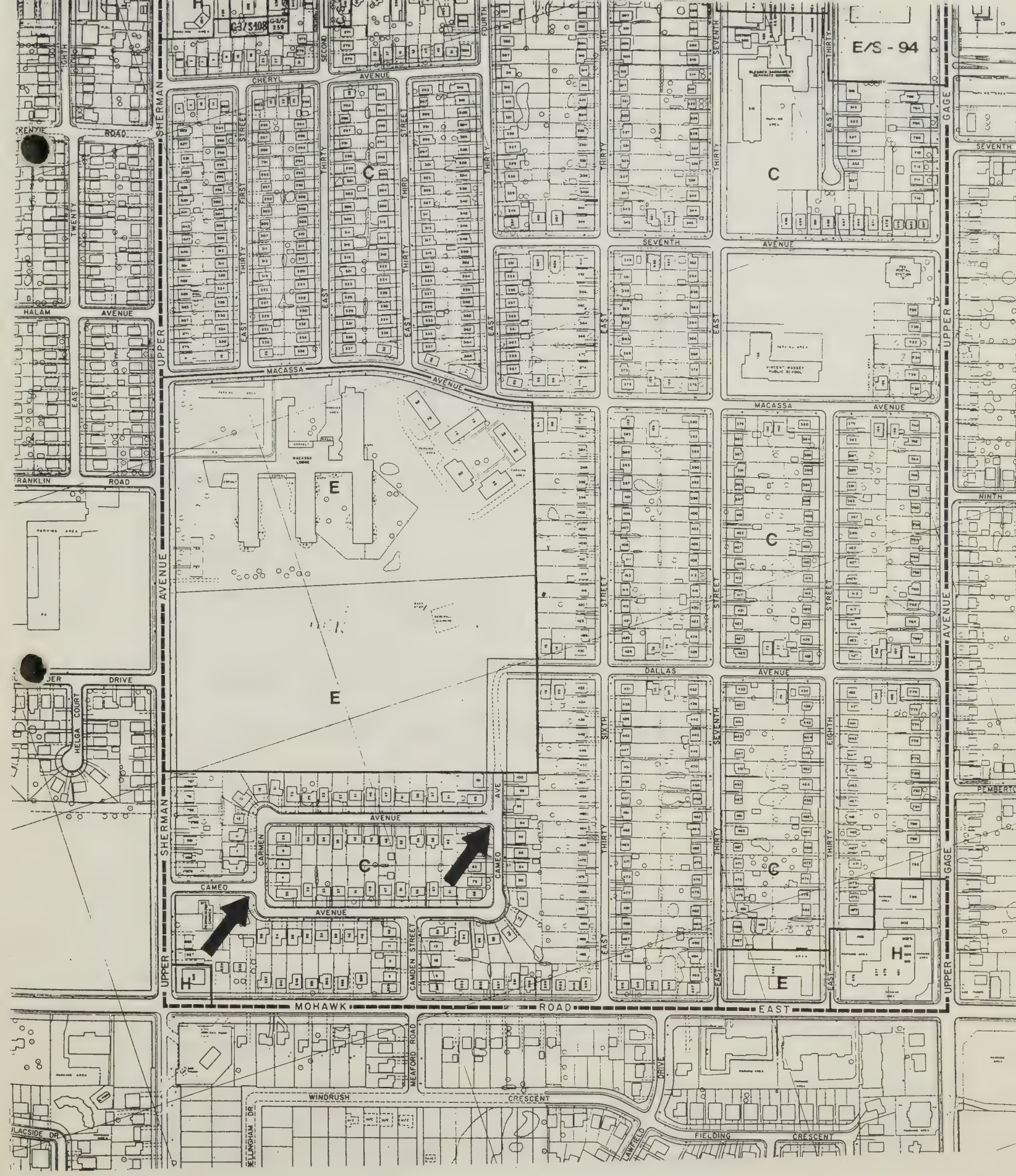
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from a concerned citizen that stop control be implemented at the intersection of Cameo and Carmen. These streets actually intersect at two separate locations.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that there have been no reported collisions at either intersection in at least the past eight years.

Thus, both intersections are operating extremely safely and there is no compelling reason to erect stop signs at these locations. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department would not object to erecting a stop sign on the stem of these "T" type intersections such that eastbound traffic on Cameo would be required to stop for northbound and southbound traffic on Carmen and eastbound traffic on Carmen would be required to stop for northbound and southbound traffic on Cameo.


E/S - 94
MOHAWK ROAD EAST
UPPER SHERMAN AVENUE
UPPER GAGE AVENUE
MACASSA AVENUE
DALLAS AVENUE
CHERYL AVENUE
HALAM AVENUE
FRANKLIN ROAD
TWENTY ROAD
HELGA COURT
CAMEO AVENUE
CARMEN AVE
CAMDEN STREET
MEAFORD ROAD
WINDRUSH CRESCENT
FIELDING CRESCENT
LAWFIELD DRIVE
ELLINGHAM DR.
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
THIRTY STREET EAST
NINTH
SEVENTH
MACASSA LODGE

6h(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Bevan Court and Dunkirk Drive - Intersection Control. [TEC-105-91]

RECOMMENDATION:

a) That northbound traffic on Bevan Court be required to stop for eastbound and westbound traffic on Dunkirk Drive; and

b) That no action be taken on the request for three-way stop control at the intersection of Bevan Court and Dunkirk Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Bevan and Dunkirk.

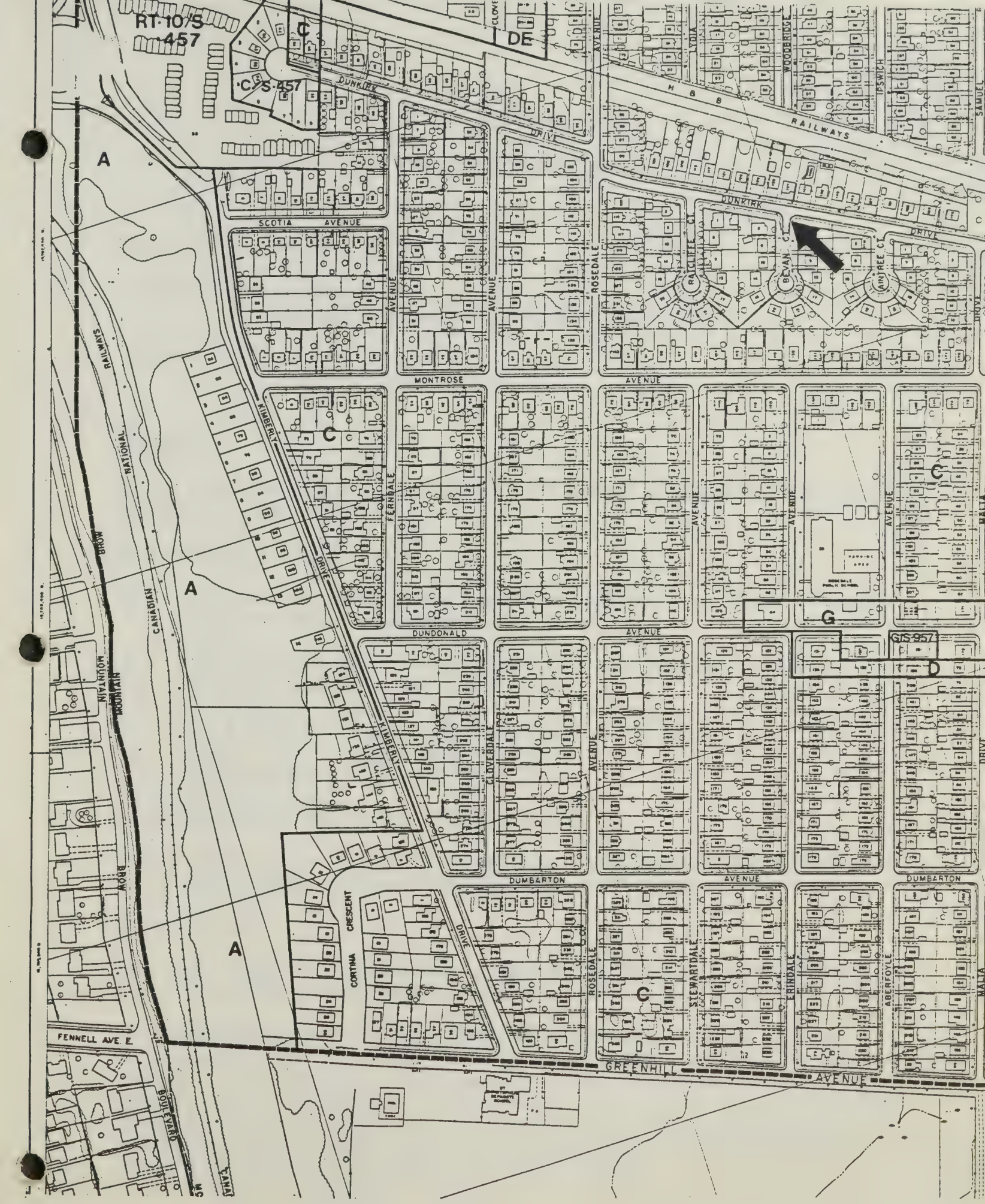
The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the past eight years. Thus, the intersection is operating safely and three-way stop control could not improve upon this perfect collision record.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Dunkirk at Bevan could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Bevan and Dunkirk. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Bevan would be required to stop for eastbound and westbound traffic on Dunkirk.


RT-10/S-457
C/S-457
C
DE
A
C
A
G
G/S-957
D
C
A
C
DUNKIRK DRIVE
H B B RAILWAYS
WOODBRIDGE
IPSWICH
SAMUEL
SCOTIA AVENUE
ROSEDALE AVENUE
RAILCLIFFE CT.
BEVAN CT.
AINTREE CT.
MONTROSE AVENUE
KIMBERLY DRIVE
FERNDALE AVENUE
DUNDONALD AVENUE
CLOVERDALE AVENUE
DUMBARTON AVENUE
CORTINA CRESCENT
STEWARTDALE AVENUE
ERINDALE
ABERFOYLE
MALTA DRIVE
GREENHILL AVENUE
FENNELL AVE. E.
BOULEVARD
CANAL
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW

6h(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 30

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Rexford Drive and Rondeau Street/Rexford Drive and Ravenbury Drive - Intersection Control. (TEC-103-91)

RECOMMENDATIONS:

a) That southbound traffic on Rondeau Street be required to stop for eastbound and westbound traffic on Rexford Drive; and

b) That northbound traffic on Rondeau Street be required to stop for eastbound and westbound traffic on Ravenbury Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

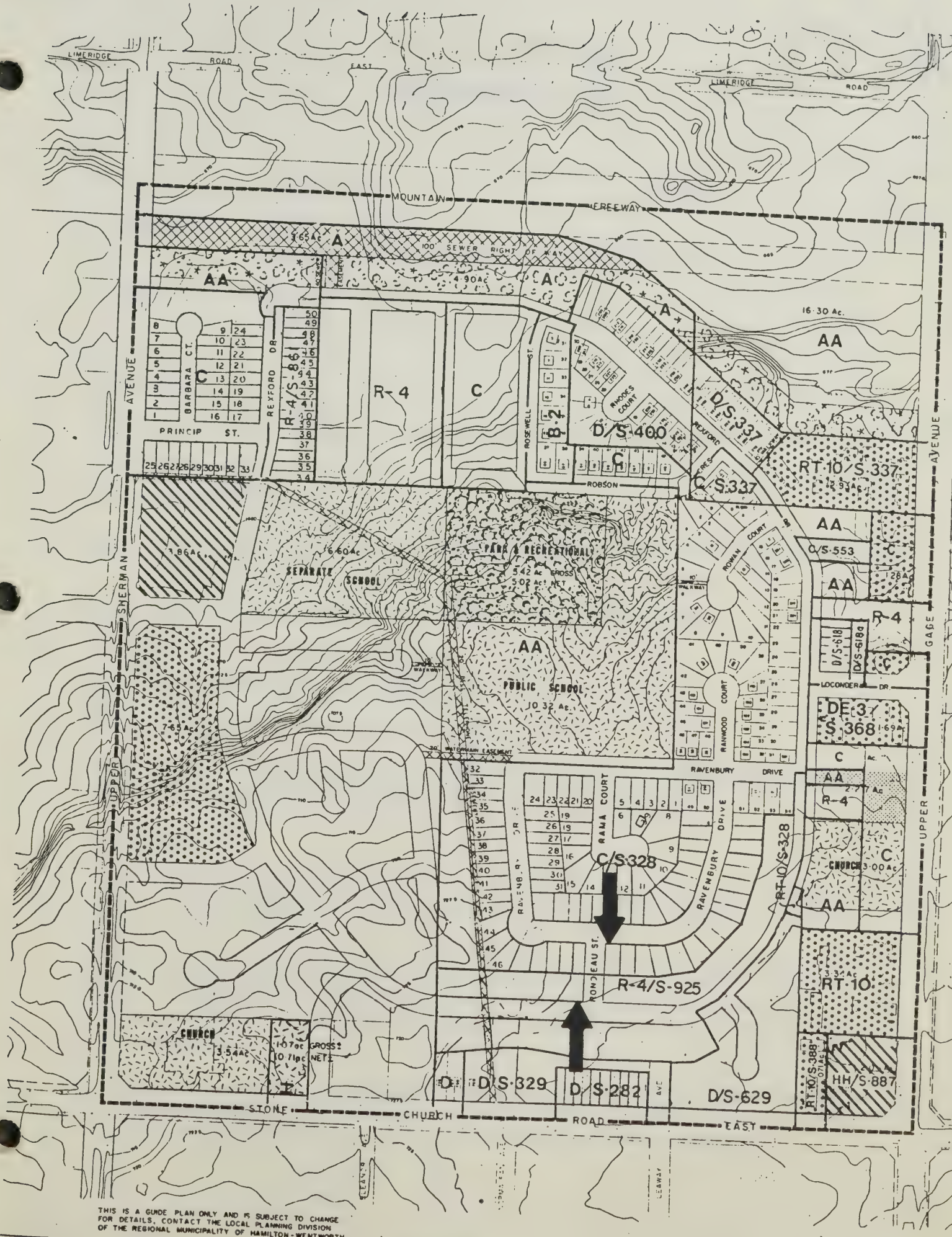
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Angelo Bazzo, No. 431 Rexford Drive, that stop control be implemented at the intersection of Rexford and Rondeau.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since construction. Thus, the intersection is operating extremely safely. However, as a safety measure related to the right-of-way at this intersection, the Traffic Department recommends erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Rondeau would be required to stop for eastbound and westbound traffic on Rexford.

Also, the intersection of Ravenbury and Rondeau is another uncontrolled "T" type intersection which is only approximately 200 feet north of the subject intersection. Therefore, the Traffic Department would also recommend a stop sign on the stem of this "T" type intersection.



THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE FOR DETAILS, CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

6h(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 16

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Mary Street and Macauley Street - Intersection Control. [TEC-92-91]

RECOMMENDATION:

a) That four-way stop control be implemented at the intersection of Mary Street and Macauley Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

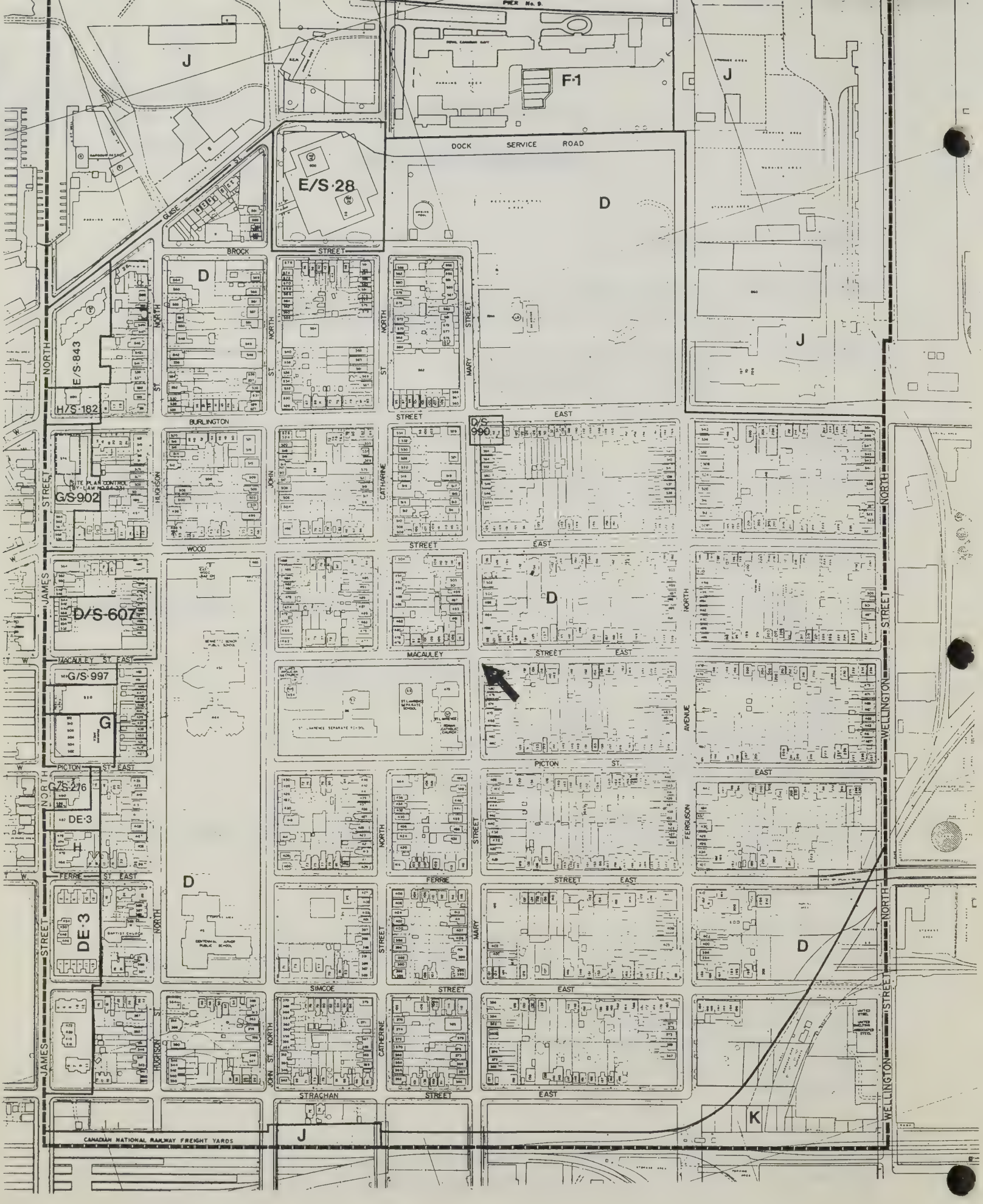
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro has advised of a request from Ms. Janice Shoveller, 501 Mary Street, that four-way stop control be implemented at the intersection of Mary and Macauley.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Macauley is required to stop for northbound and southbound traffic on Mary. Traffic Department records indicate that the intersection has experienced an average of 0.8 collisions per year over the past 7 1/2 years. This is a good collision record for this type of intersection.

The Traffic Department has concluded that the intersection of Mary and Macauley meets at least one of the criteria respecting the use of all-way stop control due to its proximity to St. Lawrence Separate School and therefore, concurs with the request.


PIER No. 9
J
F-1
DOCK SERVICE ROAD
E/S-28
D
GUSE
BROCK STREET
NORTH ST
NORTH STREET
MARY STREET
E/S-843
H/S-182
BURLINGTON STREET EAST
D/S-990
SITE PLAN CONTROL BY-LAW NO. 84-331
G/S-902
HUGHSON
JOHN
CATHERINE
WOOD STREET EAST
JAMES STREET NORTH
D/S-607
MACAULEY ST. EAST
G/S-997
G
MACAULEY STREET EAST
ST. LAWRENCE SEPARATE SCHOOL
ST. LAWRENCE MALE ELITE SCHOOL
ROMAN CATHOLIC CHURCH
AVENUE
WELLINGTON STREET NORTH
PICTON ST. EAST
G/S-276
DE-3
H
FERGUSON
FERRIE STREET EAST
CENTENNIAL JUNIOR PUBLIC SCHOOL
BAPTIST CHURCH
SIMCOE STREET EAST
UNITED STEEL
STRACHAN STREET EAST
K
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

6h(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 13

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Brigade Drive and Delancey Boulevard - Intersection Control (TEC-86-91)

RECOMMENDATION:

a) That westbound traffic on the north leg of Delancey Boulevard be required to stop for northbound and southbound traffic on Brigade Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

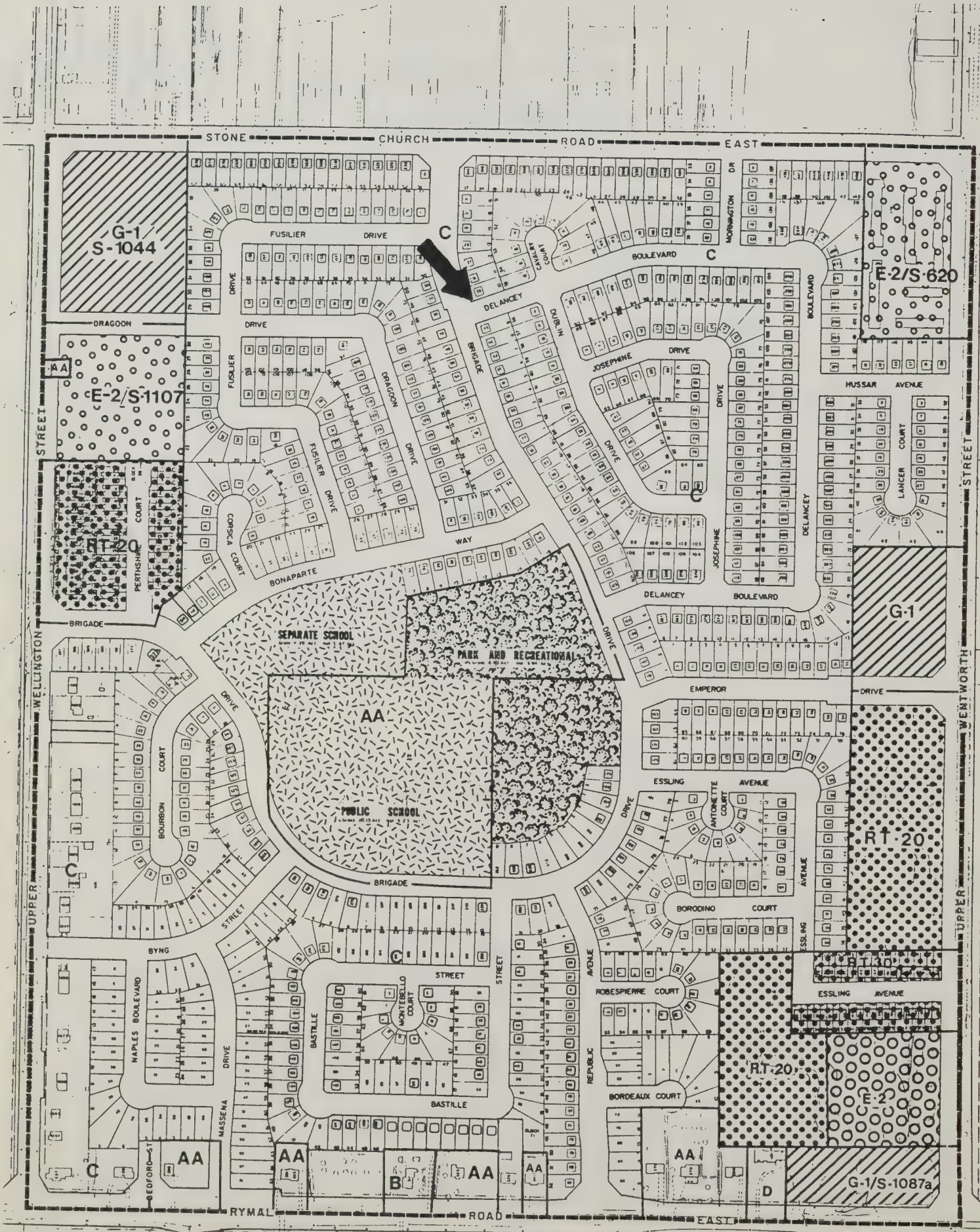
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Bill McGilvery, 34 Brigade Drive, that stop control be implemented at the intersection of Brigade Drive and Delancey Boulevard (north leg).

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since it was constructed. Thus, the intersection is operating extremely safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that westbound traffic on the north leg of Delancey would be required to stop for northbound and southbound traffic on Brigade.


STONE CHURCH ROAD EAST
G-1
S-1044
E-2/S-620
E-2/S-1107
RT-20
G-1
G-1/S-1087a
E-2
FUSILIER DRIVE
DRAGOON
CAVALRY COURT
DELANCEY BOULEVARD
MORNINGTON DR
DUBLIN
BRIGADE
JOSEPHINE DRIVE
HUSSAR AVENUE
LANCER COURT
CONSCA COURT
BONAPARTE WAY
PERTHSHIRE COURT
SEPARATE SCHOOL
PARK AND RECREATIONAL
PUBLIC SCHOOL
EMPEROR DRIVE
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
ROBESPIERRE COURT
BORDEAUX COURT
BOURBON COURT
BYNG STREET
NAPLES BOULEVARD
MASSENA DRIVE
BASTILLE STREET
MONTEBELLO COURT
REPUBLIC AVENUE
EDFORD ST
UPPER WELLINGTON STREET
UPPER WENTWORTH STREET
RYMAL ROAD EAST
AA
B
C
D

6h(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Brigade Drive and Byng Street - Intersection Control. [TEC-115-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Brigade Drive and Byng Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

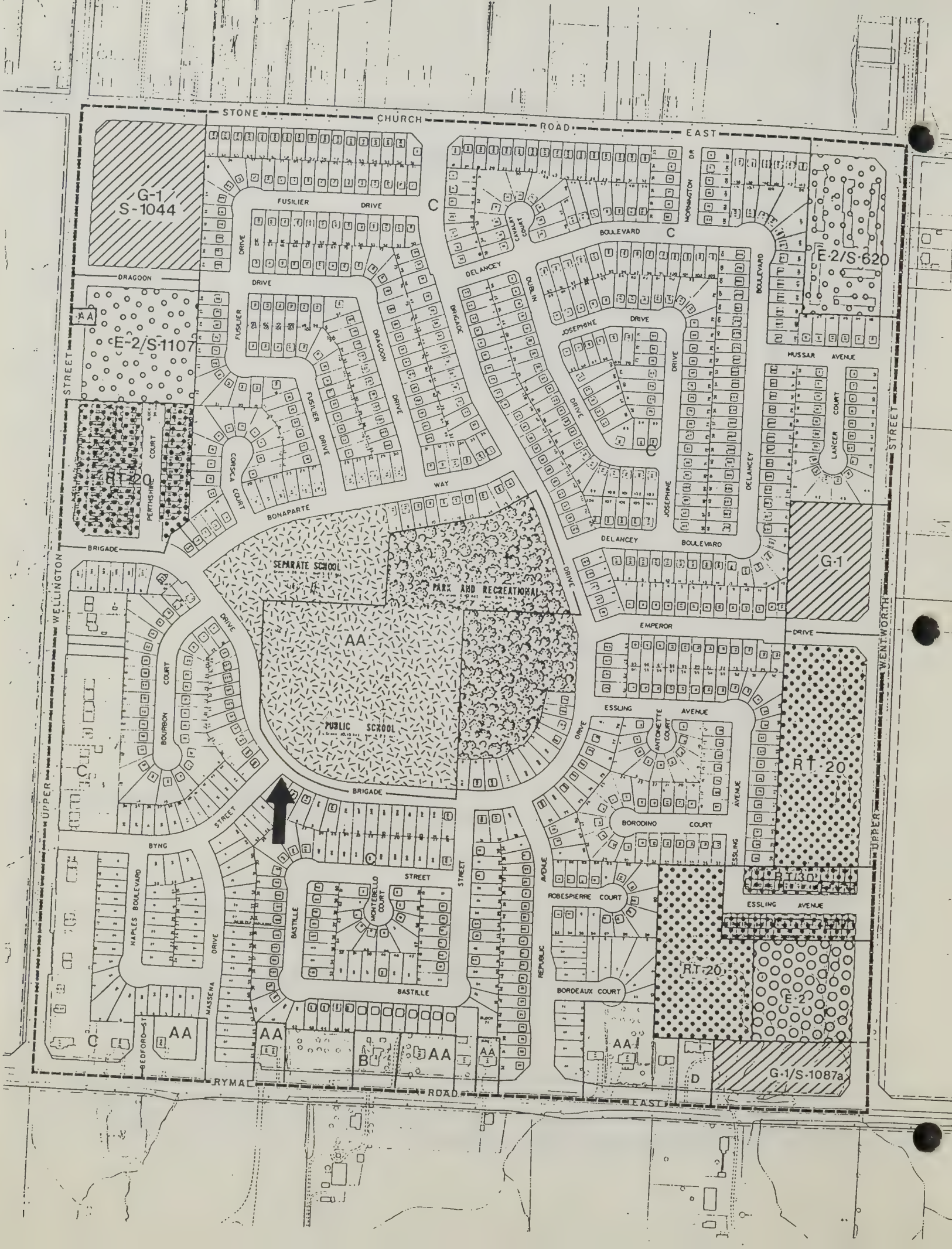
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of requests that three-way stop control be implemented at the intersection of Brigade and Byng.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. Thus, the intersection is operating safely.

The Traffic Department has concluded that the subject intersection meets at least one of the criteria respecting the use of all-way stop control due to its proximity to Helen Detwiller Public School which is scheduled to open in September of this year. Therefore, the Traffic Department concurs with the request.


STONE CHURCH ROAD EAST
G-1
S-1044
FUSILIER DRIVE
DRIVE
DRAGOON
E-2/S-1107
A
FUSILIER
DRAGOON
DRIVE
BRIGADE
WAY
CORSICA COURT
BONAPARTE
PERTHSHIRE COURT
RT-20
BRIGADE
WELLINGTON STREET
UPPER
C
DELANCEY
COURT
BOULEVARD
C
MORRINGTON DR
DUBLIN
JOSEPHINE DRIVE
DRIVE
JOSEPHINE
DELANCEY
BOULEVARD
E-2/S-620
BOULEVARD
HUSSAR AVENUE
LANCER COURT
STREET
WENTWORTH
G-1
EMPEROR
DRIVE
SEPARATE SCHOOL
PARK AND RECREATIONAL
AA
PUBLIC SCHOOL
DRIVE
BOURBON COURT
BRIGADE
ESSLING AVENUE
ANTOINETTE COURT
DRIVE
RT-20
BORODINO COURT
AVENUE
ESSLING
RT30
ESSLING AVENUE
BYNG STREET
NAPLES BOULEVARD
MONTEBELLO COURT
STREET
STREET
BASTILLE
BASTILLE
AVENUE
ROBESPIERRE COURT
REPUBLIC
BORDEAUX COURT
RT-20
E-2
DRIVE
MASSENA
C
EDFORD ST
AA
AA
B
AA
AA
AA
D
G-1/S-1087a
RYMAL ROAD EAST

6h(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Whitfield Avenue and Birmingham Street - Intersection Control.
[TEC-85-91]

RECOMMENDATION:

a) That westbound traffic on Whitfield Avenue be required to stop for northbound and southbound traffic on Birmingham Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

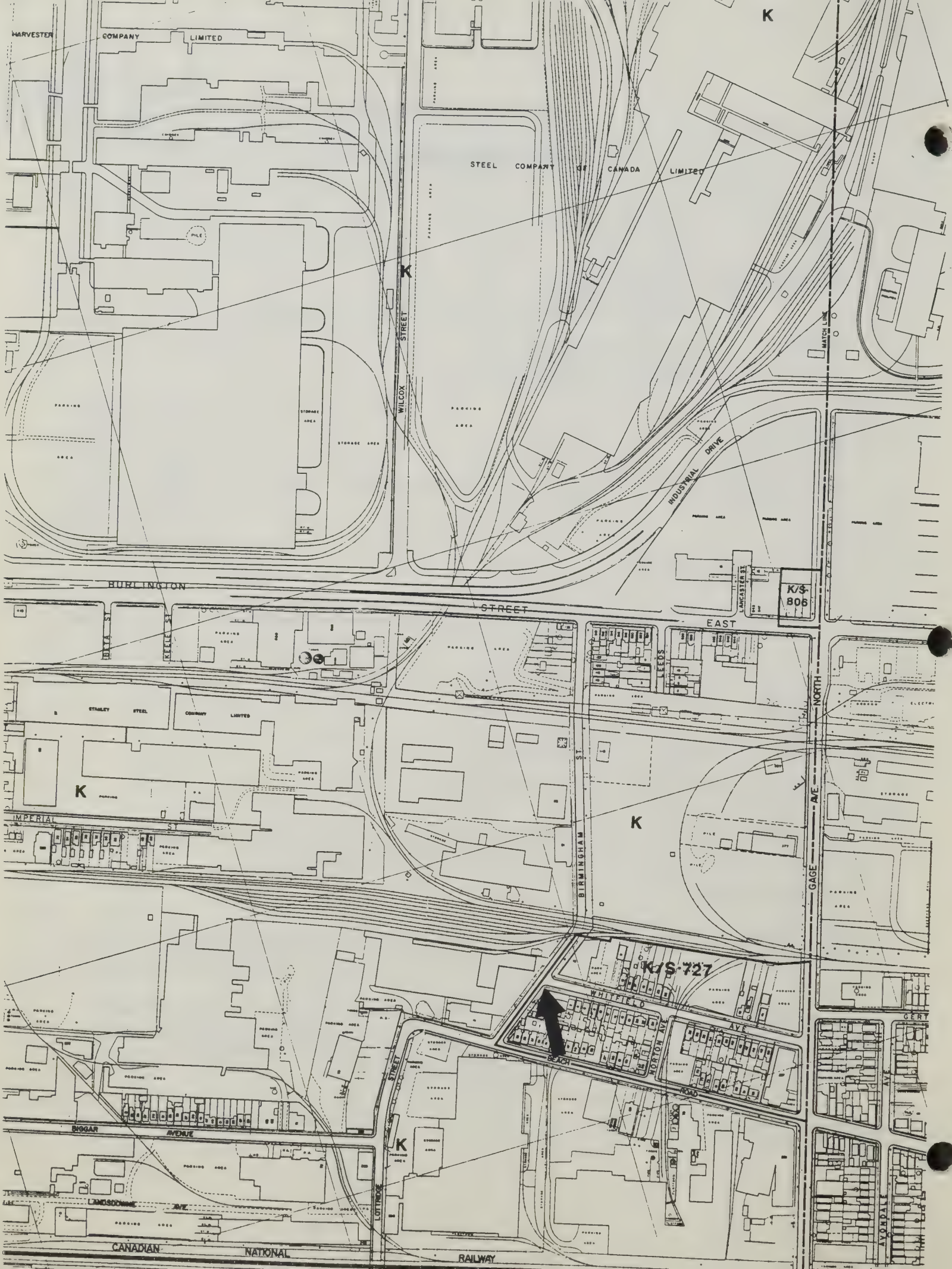
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Heather Mather, 10 Whitfield Avenue, that stop control be implemented at the intersection of Whitfield and Birmingham.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Therefore, as a safety measure related to the right-of-way at the intersection, the Traffic Department recommends that westbound traffic on Whitfield be required to stop for northbound and southbound traffic on Birmingham.


HARVESTER COMPANY LIMITED
STEEL COMPANY OF CANADA LIMITED
K
WILCOX STREET
INDUSTRIAL DRIVE
MATCH LINE
BURLINGTON STREET EAST
K/S 806
LANCASTER ST
BRITA ST
KEELE ST
STANLEY STEEL COMPANY LIMITED
LEEDS ST
NORTH GAGE AVE
IMPERIAL ST
BIRMINGHAM ST
K/S 727
WHITFIELD AVE
NORTON AVE
BUTCH ROAD
BIGGAR AVENUE
LUTTRIDGE STREET
LANSDOWNE AVE
AVONDALE AVE
CANADIAN NATIONAL RAILWAY

6h(ix

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Normajean Avenue and Rexford Drive - Intersection Control (TEC-82-91)

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Normajean Avenue and Rexford Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

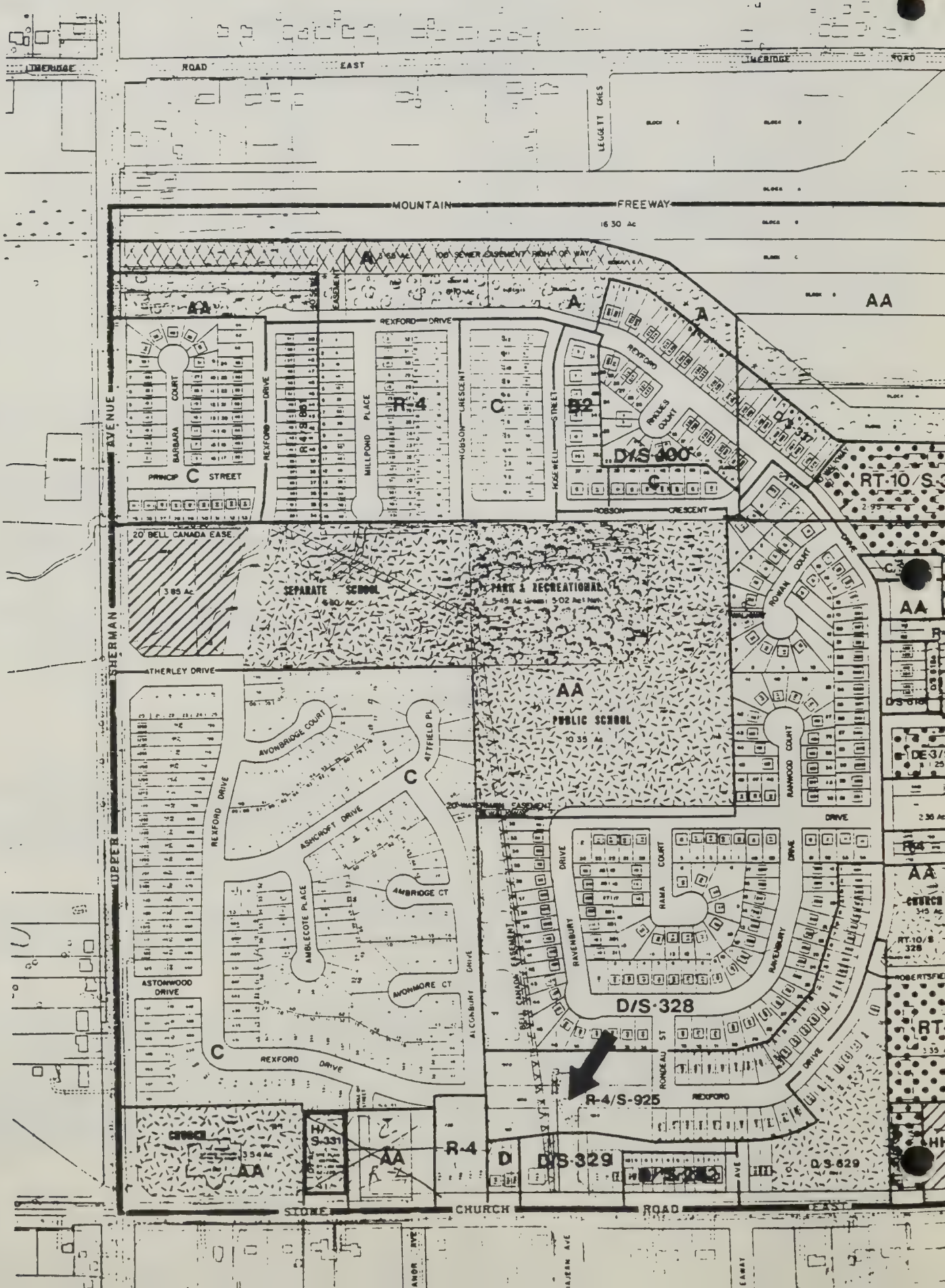
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Monique L. Vezina, 449 Rexford Drive, that stop control be implemented at the intersection of Normajean Avenue and Rexford Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Although the request was made for stop control on the stem of this "T" type intersection, the Traffic Department has concluded that the subject intersection meets at least one of the criteria respecting the use of all-way stop control in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department recommends that three-way stop control be implemented at the subject intersection.


MOUNTAIN FREEWAY
16.30 Ac
100' SEWER EASEMENT RIGHT OF WAY
AA
A
REXFORD DRIVE
REXFORD COURT
BARBARA COURT
PRINCIP STREET
REXFORD DRIVE
R-4/S-925
MILLPOND PLACE
R-4
HOBSON CRESCENT
C
ROSE WELL STREET
B2
D/S-300
D/S-327
ROBSON CRESCENT
RT-10/S
20' BELL CANADA EASE.
3.85 Ac
SEPARATE SCHOOL
PARK & RECREATIONAL
ROMAN COURT
ATHERLEY DRIVE
AVONBRIDGE COURT
ATTFIELD PL
ASHCROFT DRIVE
REXFORD DRIVE
AMBLECOTE PLACE
AMBRIDGE CT
AVONMORE CT
ALCONBURY DRIVE
ASTONWOOD DRIVE
PUBLIC SCHOOL
10.35 Ac
RAMWOOD COURT
RAMA COURT
RAVENBURY DRIVE
D/S-328
RONCEAU ST
R-4/S-925
REXFORD
CHURCH
H/S-331
3.54 Ac
R-4
D
D/S-329
D/S-629
STONE CHURCH ROAD EAST
SHERMAN AVENUE
UPPER
THERIDGE ROAD EAST
LEUGETT CRES

6h(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Picton Street East and Catharine Street North - Intersection Control. [TEC-80-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Picton Street East and Catharine Street North; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

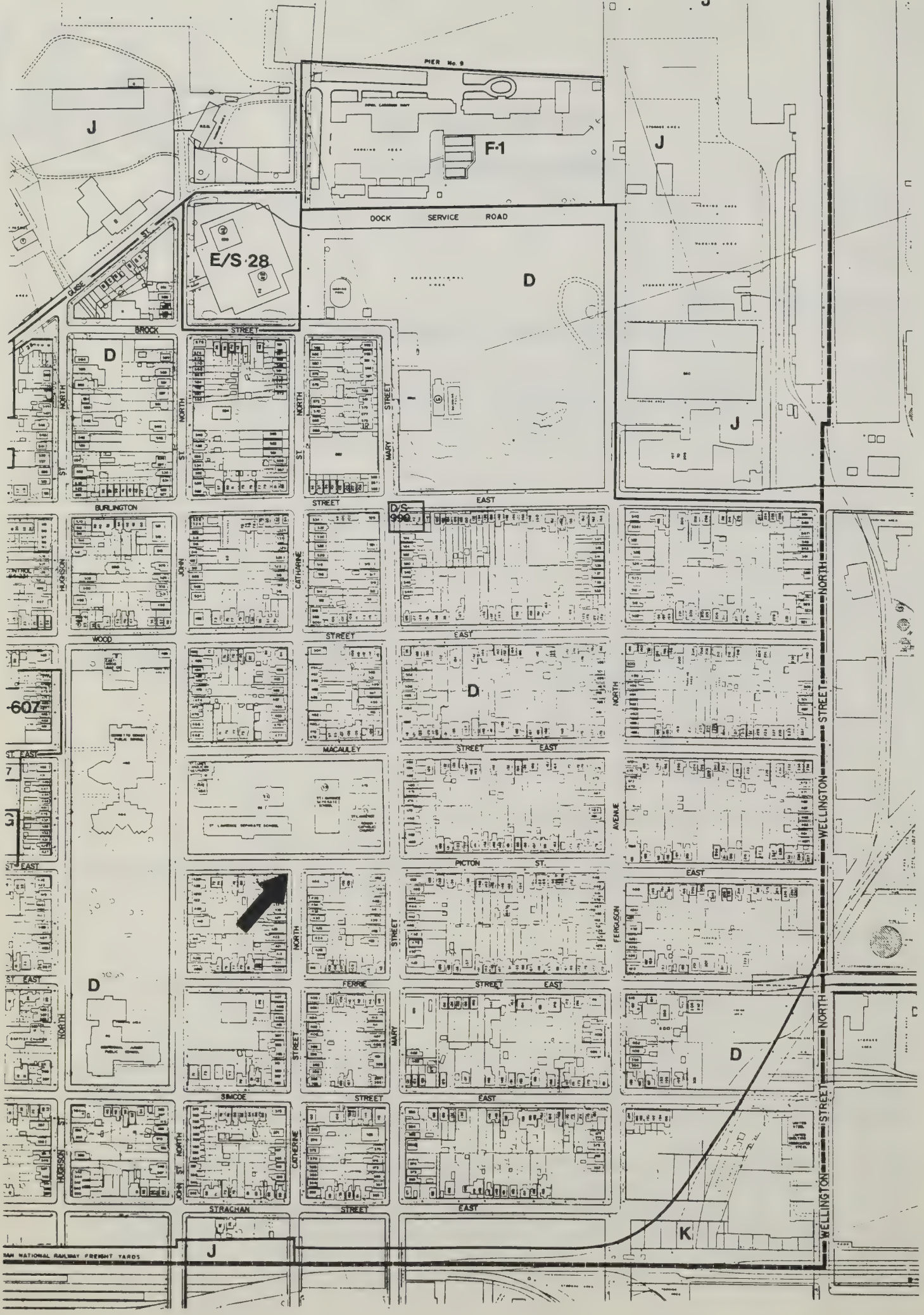
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bill McCulloch has requested that three-way stop control be implemented at the intersection of Picton and Catharine.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Catharine is required to stop for eastbound and westbound traffic on Picton. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. Thus, the intersection is operating safely.

The Traffic Department has concluded that the intersection of Picton and Catharine meets at least one of the criteria respecting the use of all-way stop control due to its proximity to the front door of St. Lawrence School. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Picton and Catharine.


PIER No. 9
F-1
J
DOCK SERVICE ROAD
E/S 28
D
GUSE ST.
BROCK STREET
NORTH ST
MARY STREET
BURLINGTON STREET EAST
D/S 999
HUGHSON
JOHN
CATHARINE
WOOD STREET EAST
607
MACAULEY STREET EAST
ST. LAWRENCE SEPARATE SCHOOL
PICTON ST. EAST
FERGUSON AVENUE
FERRIE STREET EAST
SIMCOE STREET EAST
STRACHAN STREET EAST
K
WELLINGTON STREET NORTH
CANADIAN NATIONAL RAILWAY FREIGHT YARDS

6h(xi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Barclay Street between Cline Avenue and Marion Avenue - Intersection Control. [TEC-108-91]

RECOMMENDATION:

a) That eastbound traffic on Barclay Street be required to stop for northbound and southbound traffic on Marion Avenue; and

b) That westbound traffic on Barclay Street be required to stop for northbound and southbound traffic on Cline Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly; and

d) That no action be taken on the request to implement four-way stop control at the intersections of Barclay Street and Paisley Avenue or Barclay Street and Newton Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of requests that all-way stop control be implemented at the intersections of Barclay and Newton and Barclay and Paisley. She also asked that stop control be implemented to control the right-of-way at Barclay and Cline and Barclay and Marion.

1. **Intersections of Barclay and Marion and Barclay and Cline**

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that there has been only one collision at the intersection of Barclay and Cline and none at the intersection of Barclay and Marion during the past 8 1/2 years. These are good collision records for this type of intersection. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department would not object to erecting stop signs on the stems of these "T" type intersections such that eastbound and westbound traffic on Barclay would be required to stop for northbound and southbound traffic on Marion and Cline respectively.

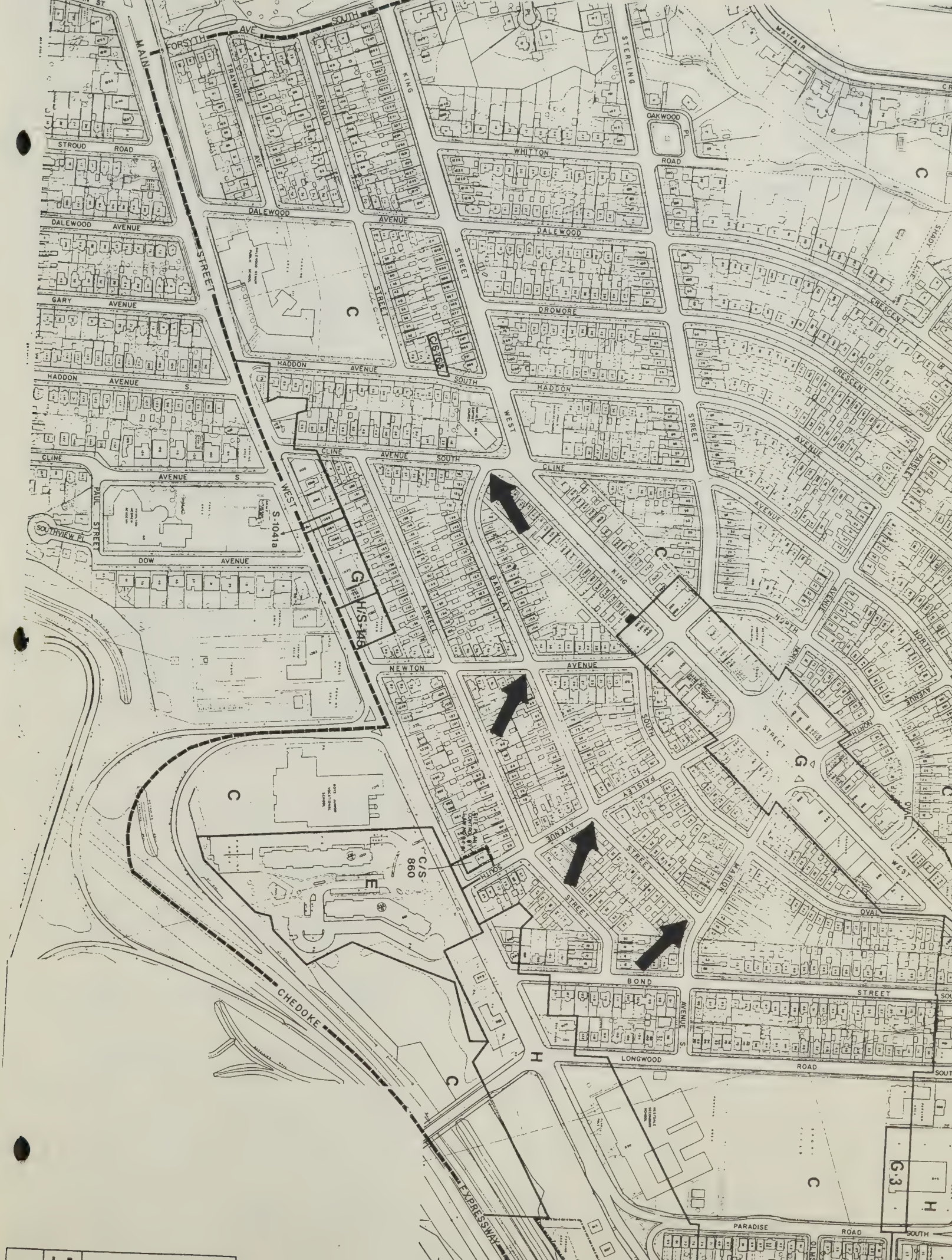
2. **Intersections of Barclay and Paisley and Barclay and Newton**

The subject intersections are both four-leg intersections, and presently, northbound and southbound traffic on Paisley and Newton is required to stop for eastbound and westbound traffic on Barclay. Traffic Department records indicate that the intersections of Barclay and Paisley has experienced an average of 1.18 collisions per year over the past 8 1/2 years. The intersection of Barclay and Newton has experienced an average of 1.29 collisions per year over the same time period. These are reasonably good collision records for this type of intersection. However, several of the reported collisions involved northbound and southbound motorists who failed to yield to traffic on Barclay. Therefore, in late 1990, corner clearances were implemented at both of these intersections to improve visibility.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at either of these intersections at this time.

The Traffic Department has concluded that neither of these two intersections meet the criteria with respect to the use of all-direction stop control, and therefore, does not support the request for four-way stop control at either location.


MAIN STREET
FORSYTH AVE
SOUTH
TRAYMORE AVE
ARNOLD
KING
STERLING
MAYFAIR
OAKWOOD PL
STROUD ROAD
WHITTON ROAD
DALEWOOD AVENUE
DALEWOOD
DROMORE
GARY AVENUE
HADDON AVENUE
HADDON
CLINE AVENUE
CLINE
CRESCENT
SHADY LANE
PAUL STREET
SOUTHVIEW PL
DOW AVENUE
S-1041a
C/S 368
H/S 148
ARKELL
BARCLAY
NEWTON AVENUE
WEST
STREET
PAISLEY AVENUE
WALTON
HILTON
OVAL
NORTH
BOND STREET
LONGWOOD ROAD
C/S 860
CHEDOKE EXPRESSWAY
PARADISE ROAD
G.3
C
G
H
E

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 525-5932 – WARD 1

4 June 1991

Memo to: Ms. Tina Agnello, Secretary, Transport & Environment Committee

From: Alderman Mary Kiss, Ward 1

RE: REQUEST OF ALDERMAN MARY KISS FOR STOP SIGNS ON BARCLAY STREET

I understand the above item will be on the agenda of the June 17 meeting of the Transport & Environment Committee and am enclosing a copy of a petition I received for background information.

I support the residents in their requests for safety reasons.

MK:sn

Encl.

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the (46) number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
IAN COOPER		130 BARCLAY	—
CHRYSTINA MINAS	C Minas	128 BARCLAY	—
GLEN McCALL		104 Barclay	1 3½ yrs
Jennifer Hurst		95 Barclay	1 11.
Phyllis Hutchings		72 Barclay	—
ANN BAXTER.	P.A Baxter.	56 Barclay.	—
MARGARET PATERSON		1 BARCLAY	1 9 YEARS
SHIRLEY YAFFE		9 BARCLAY	
Catherine Verrall	C. Verrall	17 Barclay.	
Pauela Morrison		47. Barclay	

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
J.D. Helson	J.D. Helson	133 Barclay	Nil
G.P. McKERRACHER	[illegible]	139 Barclay	
K. Poyner	Karen Poyner	145 Barclay St.	
E. Poyner	Edward Poyner	145 Barclay St.	
[illegible]	[illegible]	157 Barclay	
Wendy Wagg		161 Barclay St.	—
D.W. Bryant	D.W. BRYANT	160 Barclay St	1 (6)
P.K. RANGACHARI		146 BARCLAY ST.	1 (13yrs)
Mahmut Parlak	[illegible]	132 Barclay	3 (11, 8, 4)

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
Jill Harris	Jill Harris	16 Barclay St	3 - 5 - 3 - 6 months.
LILLIAN GARDNER	Lillian Gardner	12 Barclay St.	
Gregory Gill	Gregory Gill	7 Barclay St.	
Miranda Leon	Miranda Leon	15 Barclay St.	3 (7-4)
Sharon Johnson	Sharon Johnson	25 Barclay	1 (prenatal)
ANNE EVANS	Anne Evans	27 BARCLAY. HAM	
AL LOWE	A. Lowe	33 BARCLAY HAM.	
Amy Collard	Amy Collard	61 Barclay	
HELEN SILKE	Helen M. Silke	85 BARCLAY	2 - 7 years - 5 years
CARL FELDMANN	[illegible]	85 BARCLAY	" "

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
DANIEL HERSHKOVITZ		153 BARCLAY ST	3 (5M, 2y, 3y
STUART WATERS	PSWaters	12 BARCLAY ST	(1M 2-F M 9
KRYSIA STEINBERG	Krysia Steinberg	120 BARCLAY ST	3 (10, 6, 5)
NORMA THOMAS	Norma Thomas	116 BARCLAY ST.	
Jean-Claude Camus		80 Barclay Street	1 (1 ye
JANET & JEFF BALON		64 BARCLAY AVE	2 4yrs & 9 mths
SAM MADDALENA		60 BARCLAY	
NICKY KNAPP		26 BARCLAY	
MARIANNE QUINCIN	Marianne Quincin	30 BARCLAY St.	4 3y 3y 5y 10m

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
LOU DAVIDSON	Lou Davidson	89 Barclay St	-
BRIAN RILEY	Brian Riley	115 BARCLAY ST	-
Steve Sandquist	[illegible]	117 BARCLAY	-
Jason Brookstank	[illegible]	147 Barclay	-
MRS J. TEE	Joanne Tee	119 Barclay	-
CATHERINE HAMILTON		123 BARCLAY ST.	-
Bernard Olik		125 Barclay St	-
Larry LARRY SICINSKI	[illegible]	129 Barclay	(16, 19)
Judith Bishop	Judith Bishop	131 Barclay St	(2 x 22, 1 x 18)

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident* involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
on Lorivière	[illegible]	57 Barclay St	(1) (10 months)
HRIS HUDDLESTON	[illegible]	59 Barclay St.	(3) 6, 4, 2
ATHY KRUGER	[illegible]	69 Barclay St	(3) 1½, 3
JEAN ROSENFELD	[illegible]	68 Barclay St.	(2) (13, 3)
Frieda Giglio	Frieda Giglio	73 Barclay St.	4½
Karen Broe	Karen Broe	111 Barclay St	(2) 3

(* Note: accident involving adult at Paisley & Barcla Sept. 89 from which innocent driver, travelling on Barclay St. with right of way, is still suffering)

Jeanne Montanari	[illegible]	77 Barclay St.	3½ yrs 1 yr.
[illegible]	[illegible]	81 Barclay St	[illegible]

BARCLAY ST. RESIDENTS GROUP

In order to prevent traffic accidents amongst the number of children that live on our street, we the undersigned residents of Barclay St. in Hamilton Ont. do hereby petition that Stop Signs be established **ON** this street **AT** Paisley and Newton to create four way Stops Signs at these intersections as well as **AT BOTH** Marion and Cline to create one way Stop Signs at these two locations.

This street runs parallel to King and Main and both have traffic lights. For this reason drivers prefer to use Barclay St. as a major thoroughfare for traffic to and from McMaster University. The traffic originates from, and returns to, points in the city that are east of Longwood and also from the Aberdeen exit of Highway 403 which is used by Ancaster and west mountain residents travelling to and from McMaster. In addition, drivers from the University bound for Toronto use the Aberdeen entrance to Highway 403 adding further to the traffic load on Barclay St. Given the number of children and the high rate of traffic, there is an increasing danger that there will be an accident involving a child unless the requested Stop Signs are put in.

NAME	SIGNATURE	ADDRESS	NUMBER OF CHILDREN (AGES)
WILLIAM KIGAR	William Kigar	76 Barclay St	(2) 7 + 5
VIVIAN THOMPSON	Vivian Thompson	142 Barclay St	
GLD BUCHANAN	[illegible]	142 BARCLAY ST.	
CLIVE KEARON	Clive Kearon	11 Barclay St.	2 + 3
Gillian Hogan	GILLIAN HOGAN	11 BARCLAY ST.	
ED TREIER	65 Barclay Str.		
R. FAUBERT	108 Barclay St.	[illegible]	

residential properties within the immediate vicinity. This By-law provision has been in effect since the late 1970's, and this is the only means by which the Traffic Department can determine whether or not the vehicles are actually owned and operated by residents. Issuing permits to non-residents would defeat the purpose of the regulation which is to assist residents with their parking difficulties by eliminating long-term non-resident parking.

Traffic Department records indicate that the Committee has denied at least two similar requests from persons whose vehicles were registered to an address other than the street where they wished to obtain a parking permit.

The property at No. 129 Royal has no off-street parking, but is only four homes away from Leland Avenue where there is unrestricted parking on the east side of the street south of Royal. Therefore, the applicant could legally park within a reasonable walking distance from the property when he visits. Also, he may park for one hour on Royal Avenue between 8:00 a.m. and 5:00 p.m., Monday to Friday, and without restriction at other times.

It is also noteworthy that Mr. Stencil's letter advises that the subject vehicle has a parking permit for the street where his son lives.

For the above reasons, the Traffic Department recommends that a parking permit not be issued to this vehicle.

6j

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 7

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

Mr. J.G. Pavelka
Director of Public Works

SUBJECT:

Twelve hour parking time limit on City streets. (TEC-120-91)

RECOMMENDATION:

a) That the present twelve hour parking time limit on City streets be extended to a sixteen hour time limit; and

b) That the City Traffic By-law 89-72 be amended accordingly; and,

c) That the Regional Municipality of Hamilton-Wentworth be requested to revise By-law R89-038 accordingly;

Murray F. Main

J.G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A change in the By-law would require the alteration of signs at all entrances to the City advising of the time limit regulation.

BACKGROUND:

On several occasions in the past, the Traffic Department and the Department of Public Works have reviewed the appropriateness of the present twelve hour parking time limit, which applies to all City streets and Regional roads in the City of Hamilton. Concern has been expressed that twelve hours is too short a time period, and that this should be extended to a longer period of time, for the convenience of the general public. In previous cases, the Committee has supported the retention of the twelve hour parking time limit.

Alderman Don Drury has met with representatives of the two Departments to review the situation, and is of the view that the time limit should be extended to eighteen hours.

The primary purpose of the time limit is to provide a frequent turn over of parked vehicles on public highways in order that spaces may not be monopolized by individuals, to the detriment of others. This also is an important tool to permit removal of abandoned vehicles, when problems occur. A longer parking time limit would serve these interests as well as does the present twelve hour parking time limit.

One of the principal concerns with extending the parking time limit is that the parking time limit is fundamental to allow temporary signing prohibiting parking, in order that various road works may be conducted. These various roadworks include street cleaning, snow removal, tree trimming, catch basin cleaning, crack patching, sidewalk repairs, and such other operations as road construction and the installation and repair of various utilities such as sewer mains, water mains, hydro lines, gas lines and telephone lines. This temporary signing procedure involves erection of paper signs, on the previous day, indicating that parking will prohibited on the street for a certain specified period of time. Usually, the specified period of time is from 8:00 a.m. from 12:00 noon, or from 12:00 noon to 4:00 p.m. on the following day. Under the present practice, these signs can not be erected several days prior to the street operation, but must be erected within the proceeding 24 hour period.

One of the associated problems is that the maintenance of the temporary signs is very difficult, since they are promptly torn down by various residents, and frequently the cost of erecting and maintaining the temporary signs for the preceding twelve hour period exceeds the cost of the street operation itself.

A major problem is that when the signs are removed, not only do parked vehicles remain on the street such that the street operation cannot be performed, but enforcement of the violation is also not possible. An assessment of this problem in the period of 1991 May 08 to 1991 June 03 determined that:

- A total of 2398 signs were posted.
- When enforcement took place, only 1002 of the original signs remained in place.
- A total of 284 street sections were posted.
- A total of 313 parking infraction notices were issued.
- A total of 657 vehicles were left parked, contrary to the signing.
- A total of 21 street sections were completely clear of parked vehicles.
- The number of streets which could not be enforced was 66 of the 284 street sections signed, or approximately 25 percent of the signed street sections.

The staff is very much concerned that extending the twelve hour advance signing requirement to eighteen hours will severely aggravate this problem of sign removal, and will make the street maintenance program considerable less effective than it is now.

The foregoing comments, not withstanding, the present practice of having all signs erected by no later than 4:00 p.m. results in a minimum advance notice of 16 hours. Thus, extending the 12 hour time limit to 16 hours would not materially affect present signing and enforcement practice, and would not increase the vulnerability of the temporary signing to vandalism or removal. Therefore, it is recommended that the By-law be revised accordingly.

7

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Ms. Tina Agnello, Secretary Transport and Environment Committee	YOUR FILE:
FROM:	K. E. Avery City Clerk	OUR FILE: PHONE: 546-4587
SUBJECT:	**COUNCIL REFERRAL - CORRESPONDENCE FROM CITY OF WINDSOR RESPECTING REGULATIONS TO CONTROL WHISTLING AT RAILWAY CROSSINGS**	DATE: 1991 May 3

At the Council meeting of April 30, 1991, the attached correspondence from the City of Windsor respecting regulations to control whistling at Railway Crossings was referred to the Transport and Environment Committee. Please take the appropriate action with regard to this matter.

Attach.

cc: Mr. Peter Barkwell
Law Department

THE CORPORATION OF THE

CITY OF WINDSOR

THOMAS W. LYND, M.A., A.M.C.T.
CITY CLERK

OFFICE OF THE CLERK

PHONE: (519) 255-6212
255-6215
FAX: (519) 255-6868

IN REPLY, PLEASE REFER TO OUR FILE NO. MN T/91

April 5, 1991

TO ALL ONTARIO CITIES AND TOWNS:

Windsor City Council at its meeting held March 25, 1991 adopted the following resolution:

> "403/91 WHEREAS railway companies and municipalities are now exposed to increasing liability at public crossings when seeking relief from whistling at fully protected crossings, which did not exist prior to the passing of the new Railway Safety Act, 1989 and the adoption of the "Transport Canada Railway Safety Directorate Guidelines Number 1 (Procedures and Conditions for Eliminating Whistling at Public Crossings)";
>
> THEREFORE BE IT RESOLVED that the Minister of Transport Canada BE PETITIONED to review the present legislation and remove municipalities and railway companies from exposure to liability by reverting to the procedures for obtaining anti-whistling approval under the previous Railway Safety Act and further, that this resolution BE FORWARDED to all Ontario municipalities, the Municipal Engineers Association, the Canadian Pacific Railway, the Canadian National Railway, the Essex Terminal Railway and the local Members of Parliament for their support and endorsation."

Windsor City Council has been frustrated recently in its attempt to institute regulations to control whistling at railway crossings in the City, since the railway is reluctant to seek an inspection by a Transport Canada Railway Safety Inspector. The above resolution requests that the existing legislation be modified to revert to the previous situation where railway companies were not exposed to liability. This change will allow for the interests of local citizens to be protected and the liability of railways minimized.

Your support of Council's position and interventions to the Minister of Transport Canada will be appreciated.

Yours very truly,

Thomas Lynd
per ll

City Clerk

TL/ll

8

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 24

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

SUBJECT: **Via Rail Service**

RECOMMENDATION:

a) That City Council endorse the Regional Council of Niagara's resolution herewith attached in the report of the Central Area Plan Implementation Committee, and formally express concerns over the proposed cuts in Via service to the Federal Minister of Transport, and;

b) That City Council request the Region of Hamilton-Wentworth to formally endorse the Regional Municipality of Niagara's resolution with respect to retaining passenger service to downtown Hamilton from Niagara, and;

c) That this matter be referred to the Task Force on the future of the CN Rail station for further review.

Susan K. Reeder

BACKGROUND:

The Planning and Development Committee at its meeting held Wednesday 1991 May 22 endorsed the above noted recommendation presented to them from the Cental Area Plan Implementation Committee and directed that it be forwarded to the Transport and Environment Committee for consideration.

Attached herewith is a copy of the report presented to the Planning and Development Committee on this matter.

c.c. Mr. A. Georgieff, Director, Local Planning
Mr. Charles Forsyth, Chairperson, CAPIC, c/o Planning Department

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

DATE: 1991 May 15

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Charles Forsyth
Chairperson
CAPIC

SUBJECT:

VIA Rail Service

RECOMMENDATION:

1. That the following be forwarded to Transport and Environment Committee with the recommendation that:

   a) City Council endorse the Regional Council of Niagara's resolution (attached) and formally express concerns over the proposed cuts in VIA service to the Federal Minister of Transport; and,

   b) City Council request the Region of Hamilton-Wentworth to formally endorse the Regional Municipality of Niagara's resolution with respect to retaining passenger service to downtown Hamilton from Niagara.

2) That this matter be referred to the Task Force on the future of the CN Rail station for further review.

Charles Forsyth
Chairperson, CAPIC

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Council of Regional Municipality of Niagara passed a resolution on February 7, 1991 expressing concern over lost VIA Rail service to downtown Hamilton. This resolution was sent in a letter to the Federal Minister of Transport, the Honourable Doug Lewis and sent to the Regional Municipality of Hamilton-Wentworth for endorsement. At the March 26, 1991 meeting of the Regional Economic Development and Planning Committee, the letter was received for information only.

The loss of the VIA link between downtown Hamilton and Niagara is also of concern to CAPIC as this directly impacts Hamilton's Central Area (Reference - policies 4.8 and 4.8.16, Central Area Plan). CAPIC feels that the potential loss of rail service should be brought to the attention of City Council and Regional Council so that formal statements are made on the subject.

MD/dkp

A:\CAPICREP

OFFICE OF THE CLERK
The Regional Municipality of Niagara
2201 St. David's Road, P.O. Box 1042
Thorold, Ontario L2V 4T7
Telephone: (416) 685-1571

February 19, 1991

The Honourable Doug Lewis
Minister of Transport - Canada
Room 2155
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Mr. Minister:

The Council of the Regional Municipality of Niagara at its meeting of February 7, 1991, endorsed the following resolution:

"WHEREAS VIA Rail recently announced the abandonment of its current Hamilton and Dundas train stations; and

WHEREAS the relocation of these two stations to a far less centrally located station inevitable will reduce ridership on this line; and

WHEREAS a decline in Hamilton-Wentworth riders' use of passenger trains inevitably will result in further cutbacks in VIA service to Niagara;

THEREFORE BE IT RESOLVED that this Council call upon VIA to retain its passenger service to downtown Hamilton and to maintain and increase service to Niagara, and

BE IT FURTHER RESOLVED that this Council inform the Federal Minister of Transportation, the five local Members of Parliament, the Council of the Regional Municipality of Hamilton-Wentworth, and the Transportation Niagara Steering Committee, of its position."

Regional Council is seriously concerned about proposed cutbacks by VIA Rail and respectfully requests your favourable consideration of the above resolution.

..../2

By copy of this letter, we are advising our local Members of Parliament, the Regional Municipality of Hamilton-Wentworth, and the Transportation Niagara Steering Committee, of Councils' position in this matter.

Yours truly,

Sandra M. McDougall

Sandra McDougall
Deputy Clerk

/km

cc: As Noted Above

MAY 1 3 1991

9

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Ms. T. Agnello, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. John Thompson, Secretary Finance & Administration Committee	OUR FILE: PHONE:	 546-2747
SUBJECT:	**FUNDING TRAFFIC SIGNAL - MOUNT ALBION AND ALBRIGHT ROAD**	DATE:	1991 May 10

At its meeting held 1991 May 9 the Finance and Administration Committee adopted the following motion:

> "That the estimated cost of $60,000. to install a traffic signal at the intersection of Mount Albion Road and Albright Road be financed in accordance with the policy related to procedures for financing overexpenditure/unbudgeted items (as attached) approved by City Council 1991 July 30 in Section 29 of the Twentieth Report of the Finance and Administration Committee."

It is intended to ask City Council to reconsider Section 31 of the Seventh Report of the Transport and Environment Committee in order to delete reference to the road widening to accommodate left turn lanes.

John Thompson

c.c. Alderman H. Merling, Chairman, Transport and Environment Committee
Alderman D. Agostino
Alderman F. Lombardo
Mr. E. C. Matthews, Treasurer
Mr. M. Main, Director of Traffic Services

(c) That the new annualized cost of implementing the reclassification in the amount of $155 300 (gross annualized cost of $201 780 less recovery from the Board of Education $46 480) be financed by a transfer of appropriation from Account No. CH 54117 23001 - Provision for Pay Equity.

(d) That the City Treasurer be authorized to transfer the unspent balance i.e. the difference between the annualized cost and the actual cost of implementing the reclassification to the Reserve for Annualization.

29. (a) That in conjunction with the Procedural By-law general review which is currently underway, Section 25 be revised to clearly indicate that where a proposed expenditure cannot be accommodated within the specific Department's approved budget or within the global budget of the Departments under the jurisdiction of the respective Committee, no expense shall be incurred until the Finance and Administration Committee has recommended a source of funding to City Council.

(b) That the procedure for processing an overbudget account be as follows:

(A) CURRENT BUDGET OVEREXPENDITURE

Department Head

1. Consider whether the item can be financed from a saving or a trade-off of an existing program after reviewing the complete departmental budget.

2. Where a standing committee or Council directs a department head to initiate a project which is not budgeted for, or would cause an overbudget situation, prepare a report for the consideration of the standing committee or Council outlining the nature of the expenditure and the method of financing it from departmental resources, and, if resources are not available recommend postponement or cancellation of the matter.

3. Consult with the Treasurer/CAO if none of the above conditions can be fulfilled and, in effect, Council policy, which states that all expenditures of standing committees must be provided from within its own resources, cannot be complied with.

4. Prepare a report requesting that the Finance and Administration Committee recommend the method of financing.

Standing Committee

1. Receive and either approve or disapprove the recommendation of the department head stating the overexpenditure/unbudgeted item be financed either from a saving or a trade-off, or that it be postponed or cancelled.

2. Receive and either approve or disapprove the recommendation of the department head which recommends the overexpenditure/unbudgeted item be forwarded to the Finance and Administration Committee to recommend the financing.

Finance and Administration Committee

1. Receive a copy of the report of the department head to the standing committee stating the Finance and Administration Committee recommend the method of financing for an overexpenditure/unbudgeted item of that standing committee.

2. Either:

   (a) follow Council policy and report to City Council that the funds must be found from the resources of the standing committee or cancel the program, or.

   (b) recommend to Council a method of financing stating the reasons for deviation from City policy.

City Council

1. Approve or disapprove recommendations received from the standing committees.

(B) CAPITAL BUDGET OVEREXPENDITURE

Department Head

1. Either:

   (a) report to the standing committee recommending changes, reductions, or other alterations to the project in order to provide the requisite saving to stay within budget, or,

(b) report that the amount cannot be altered and additional financing is required, and, recommend that the Finance and Administration Committee be referenced for the financing.

Standing Committee

1. Approve or disapprove of the recommendation from the department head.

Finance and Administration Committee

1. Receive the recommendation from the standing committee requesting a method of funding for the capital overexpenditure/unbudgeted item.

2. Recommend, either -

   - the standing committee reduce or alter the project to conform to budget, or,

   - the method of funding (assuming funds are available).

City Council

1. Approve or disapprove the recommendation received from the Finance and Administration Committee.

30. That the firefighter members of the Hamilton Municipal Retirement Fund (HMRF) be allowed to purchase prior government service as credited pensionable service at no cost to the employer.

31. (a) That a User Fee Study be undertaken for the City of Hamilton within the terms of reference as outlined on Appendix "B" attached hereto.

    (b) That the Treasurer and Manager of Purchasing be authorized to prepare specifications and call for proposals for this Study.

    (c) That following receipt of the proposals, the Treasurer make a recommendation to the Finance and Administration Committee for approval, and be directed to recommend the method of financing of the consultants fees required to conduct this Study.

"Rec'd at T+E Mtg. May 6, 1991"

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 29

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Reconstruction for New Traffic Signal - Mount Albion and Albright. [TEC-73-91]

RECOMMENDATION:

a) That roadway widening, suitable for the proper, safe and efficient operation of the intersection of Mount Albion and Albright under traffic signal control, be scheduled as soon as funding permits; and

b) That the Finance and Administration Committee be requested to recommend the method of financing; and

c) That upon the installation of the traffic signal, the school crossing guard be removed from the intersection of Mount Albion and Albright.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost of installing the traffic signal is $60,000. The estimated cost of reconstructing Mount Albion Road to accommodate the new traffic signal is $90,000. The extra cost of relocating traffic signal equipment associated with any delay to the reconstruction is estimated to be $5,000. No funds are available for these works in the 1991 budget - in Traffic Department and Regional Engineering accounts. Removal of the school crossing guard would result in an annual savings of approximately $5,800.

BACKGROUND:

At the Transport and Environment Committee meeting of 1991 April 22, the installation of a traffic signal at the intersection of Mount Albion and Albright was directed by the Committee. Staff were directed to review the road reconstruction necessary to properly implement the signal installation, and to return with a recommendation in this regard. There are two issues. The first is the necessity of the road reconstruction to the safe and efficient operation of the intersection. The second is the timing of the road reconstruction.

Necessity of Road Reconstruction

Left turn lanes improve intersection efficiency by removing blockages from the through lanes. This becomes more important under signal control as Mount Albion Road, which presently has a single lane in each direction, will have the right of way only 60 to 70 percent of the time rather than 100 percent of the time as at present. Left turn lanes improve intersection safety in two ways. Rear end collisions are reduced because left turns do not block the through movements and cause unnecessary stops. Also, left turning vehicles are positioned such that the oncoming through vehicle is more easily seen thereby reducing the probability of a left turning vehicle being in collision with an oncoming vehicle.

Based on the existing traffic volumes, left turn lanes are recommended for northbound and southbound Mount Albion Road but do not appear to be necessary on Albright Road at this time.

Timing

No funds were programmed in 1991 for either the signal installation or the road reconstruction. The Transport and Environment Committee has directed that the signal be installed in 1991. The operation of a traffic signal without the construction of left turn lanes will add to the congestion presently experienced at this location and for this reason it would be technically correct to construct the left turn lanes prior to installation of the traffic signal. However, no funds are available, and the Finance and Administration Committee has been requested to find an alternate source of funds. If no funds are available, the reconstruction may have to be delayed until 1992, and be completed as expeditiously as possible in that calendar year. The Regional Engineering Department concurs with this suggestion.

As it is felt by the Committee that the signal should be installed immediately, placement of much of the traffic signal hardware can be organized based on the revised construction layout. Traffic poles and other items will be placed in their final location. Following reconstruction of the intersection in 1992, adjustments will be required in the lengths of traffic signal arms and some other minor details. The estimated additional cost to compensate for delaying the construction is approximately $5000.

Financing

Financing-reconstruction: Delaying the reconstruction to 1992 will allow the cost to be programmed in the regular method. The Regional Engineering Department has indicated funds could be made available for 1992.

Financing - Traffic Signal: No funds are available in the 1991 current budget for this purpose. Further, since conditions at the intersection do not meet the installation warrants, the traffic signal must be paid for entirely without Provincial subsidy. The resolution of the Committee specified that the Finance and Administration Committee be requested to recommend the method financing.

cc: Alderman Agostino
Mr. E. Matthews, Treasury Department
Mr. J. Thompson, City Clerk's Department

MAY 27 1991

10

CITY COUNCIL

Brian Hinkley Alderman Ward Three

Res: (416) 572-7500

Finance & Administration Committee -Chairman

Keep Hamilton Clean Committee -Chairman

Seniors Centre Feasibility Study -Chairman

Harbour Task Force -Chairman

Handbill Sub-Committee -Chairman

Hamilton Municipal Retirement Fund -Chairman

Hamilton Seniors Council -Liaison

Parks & Recreation Committee -Member

Hamilton Non-Profit Housing -Member

Regional Engineering Committee -Member

Regional Economic & Planning Committee -Member

Chairman's Environmental Advisory Committee -Member

Hamilton-Wentworth Children's Aid Society -Member

May 27, 1991.

Members of the Transport & Environment Committee,
c/o Tina Agnello,
Secretary,
Transport & Environment Committee.

Dear Members of the Committee:

RE: STUDENT EMPLOYMENT POSTBUSTERS PROGRAM

I would like to discuss, with the Members of the Transport & Environment Committee, a **Summer Student Employment Program** which involves keeping our City clean.

The City has been experiencing problems with a few Night Clubs that plaster hydro and telephone poles with unsightly posters. This problem is most acute in the downtown area, parts of Main Street, around High Schools and in the West Mountain along Mohawk, Fennell, Garth and Scenic Drive.

I would appreciate the opportunity to discuss with the Committee a proposal that I believe will assist, to some degree, in keeping this problem under control.

Yours truly,

Brian Hinkley

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joe Pavelka, Director of Public Works;

ACCOPRESS®

25070	YELLOW
25071	BLACK
25072	LIGHT BLUE
25073	DARK BLUE
25074	LIGHT GRAY
25075	LIGHT GREEN
25076	DARK GREEN
25077	TANGERINE
25078	RED
25079	EXECUTIVE RED

™WITH WATER RESISTANT

PRESSTEX®

COVERS

ACCO

ACCO INTERNATIONAL INC.
CHICAGO, ILLINOIS 60648